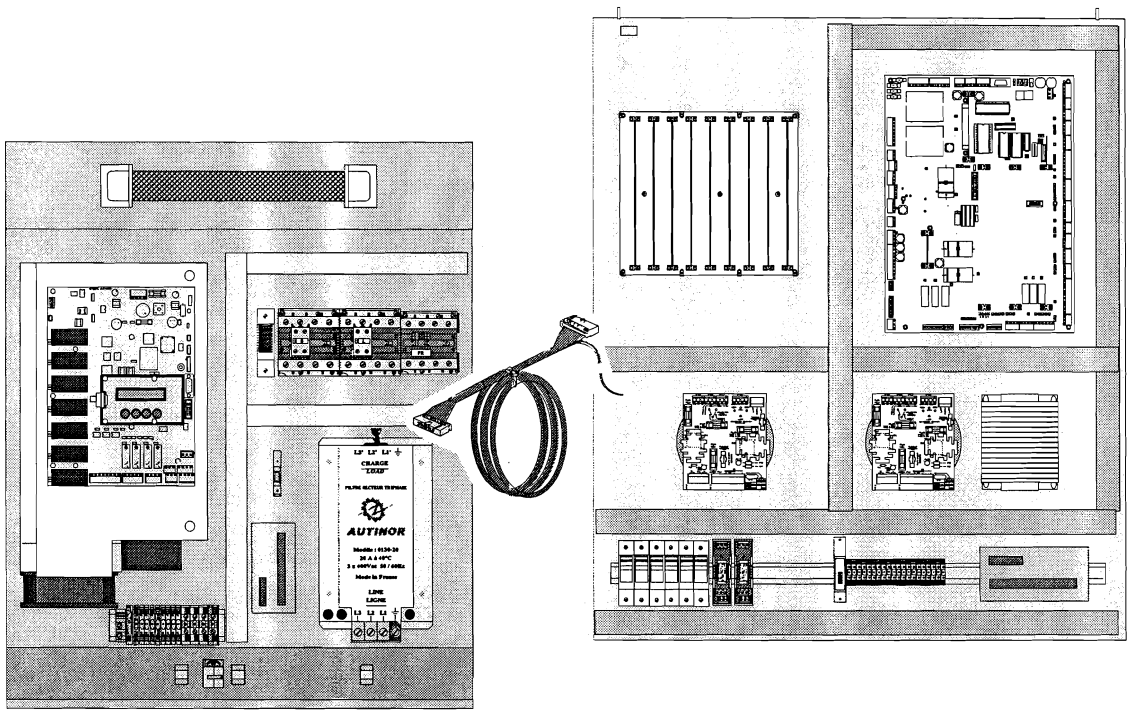
(7611)

AUTINOR

Installation manual



MBV-192

PARTICULARITIES

Programme B192L du 14/10/99

Édition n°3 du 10 February 2000

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INSTALLATION OF THE CONTROLLER IN THE MACHINE ROOM

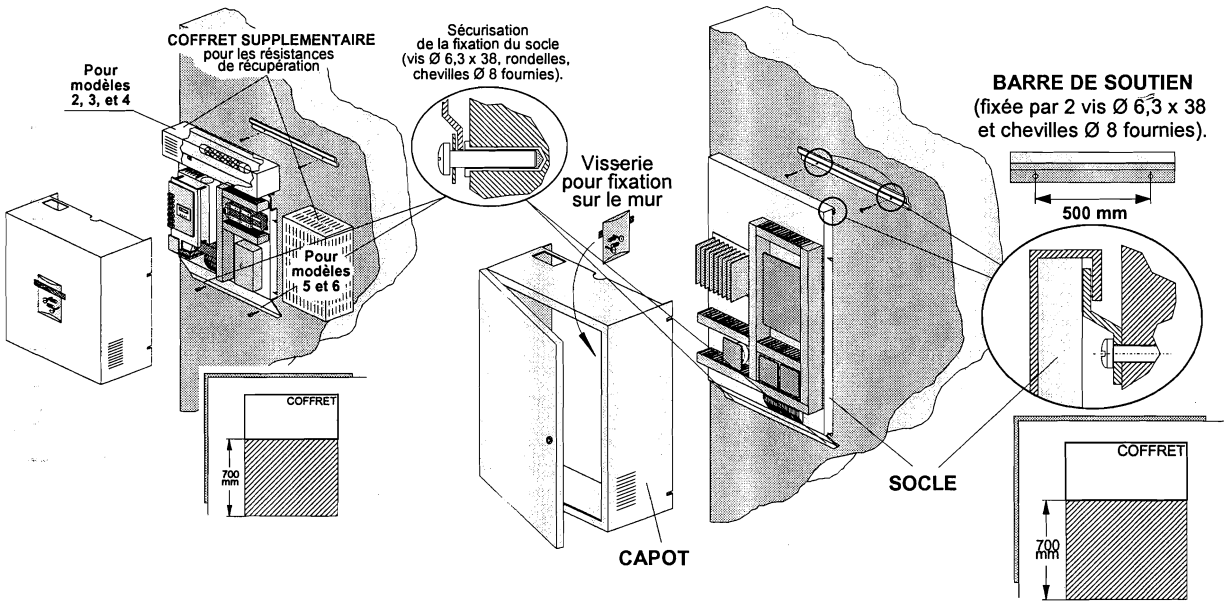


Figure 1 Installation of the controller in the machine room

For the purpose of delivery, the support bar is fixed at the lower side of the soket with plastic brackets.

Entry for wiring and trunking is at the bottom of the base.

The Controller cabinet measures are :

L = 750 mm, H = 1050 mm, D = 300 mm.

The VF cabinet measures are :

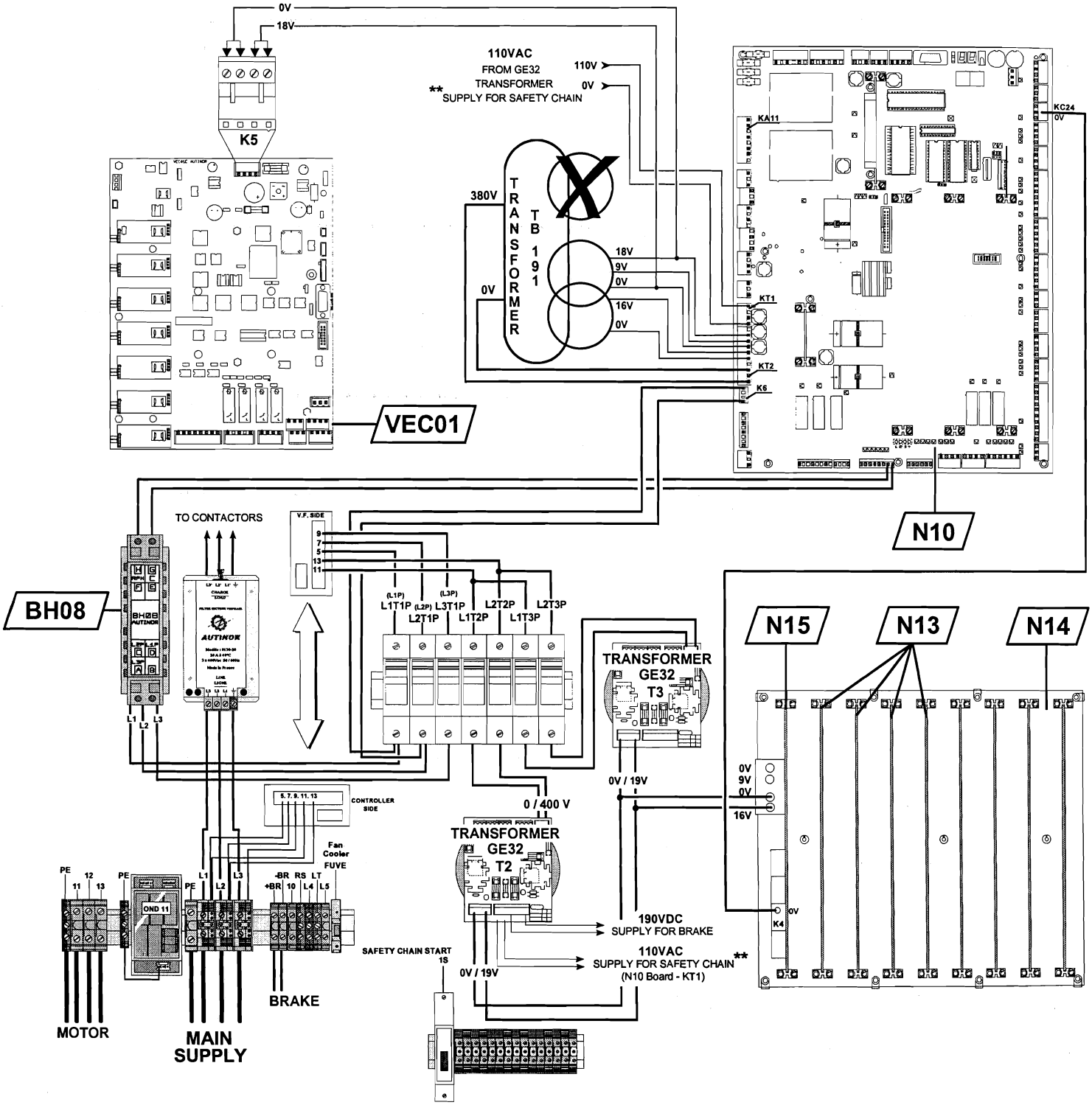
Models 2, 3, 4 : L = 562 mm, H = 680 mm, P = 285 mm.

Models 5 and 6 : L = 562 mm, H = 562 mm, P = 285 mm,

Don't forget than the EN-81 part 1 Standard § 6.3.2.1 (a), amended by British national variation BS 5655 § V.3.14 requires that :

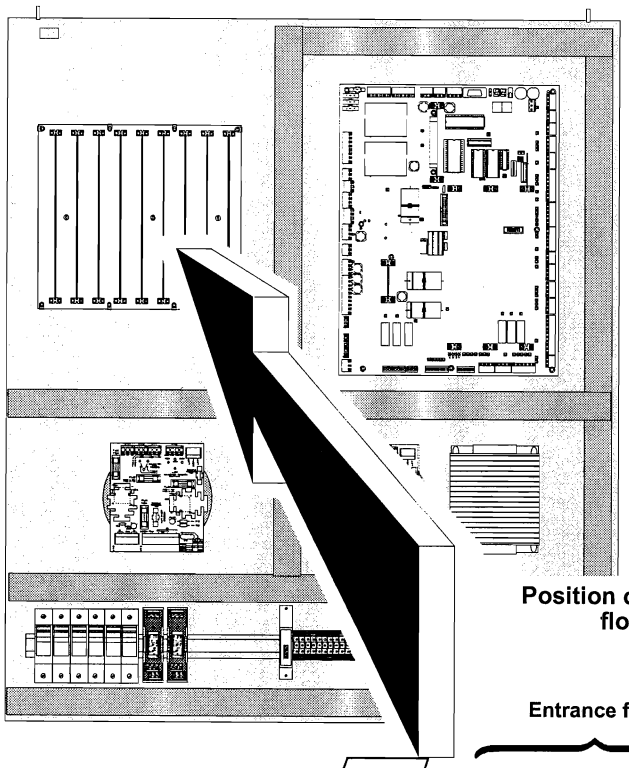
(GB) ***6.3.2.1*** *The dimension of machine room shall be sufficient to permit easy and safe access for servicing personnel to all components, especially the electrical equipment.*
In particular there shall be provided :
(a) a clear horizontal area in front of the panels and the cabinet. This area is defined as follows : (N.c)
depth, *measured from external surface of the enclosures, at least* ***0.9 m****. This distance may be reduced to 0.6 m in front of protruding controls (handles, etc.).*
width, *the full width of panel or cabinets by 2.14 m high.*

CONNECTION OF DIFFERENTS SUPPLY

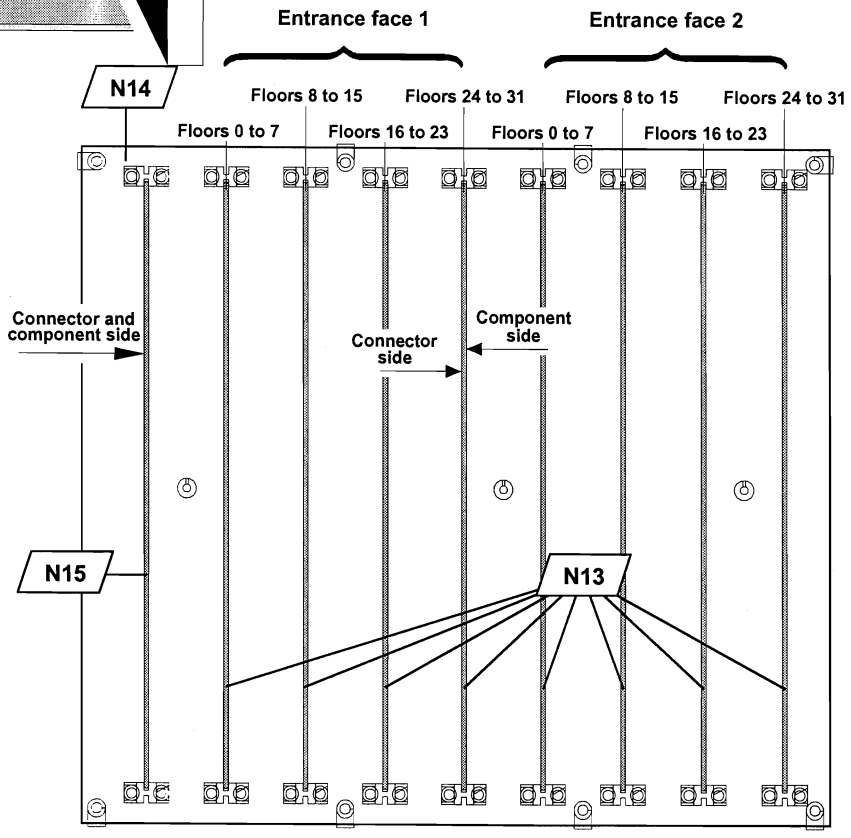


N10 = Main board
N14 = Extension rack
N15 = Power board
N13 = Floors board
BG06 = Phase Fail Control board
VEC01 = VVVF board Vector (Vectorial Variable Voltage Variation Frequency)
TB191 = Transformer **P:** 0 / 220 / 370 / 400 / 415V
S: ~~0/55/110/190V (1A32)~~ - 0 / 9 / 18V (1A9) - 0 / 16V (2A64)
T2 = Transformer **P:** 0 / 230 / 370 / 400V
GE32+BG22 **S:** 0 / 180V (2A) - 0 / 18V (4A) - 0 / 110V (2A)
T3 = Transformer **P:** 0 / 230 / 370 / 400V
GE32+BG22 **S:** ~~0 / 180V (2A)~~ - 0 / 18V (4A) - ~~0 / 110V (2A)~~

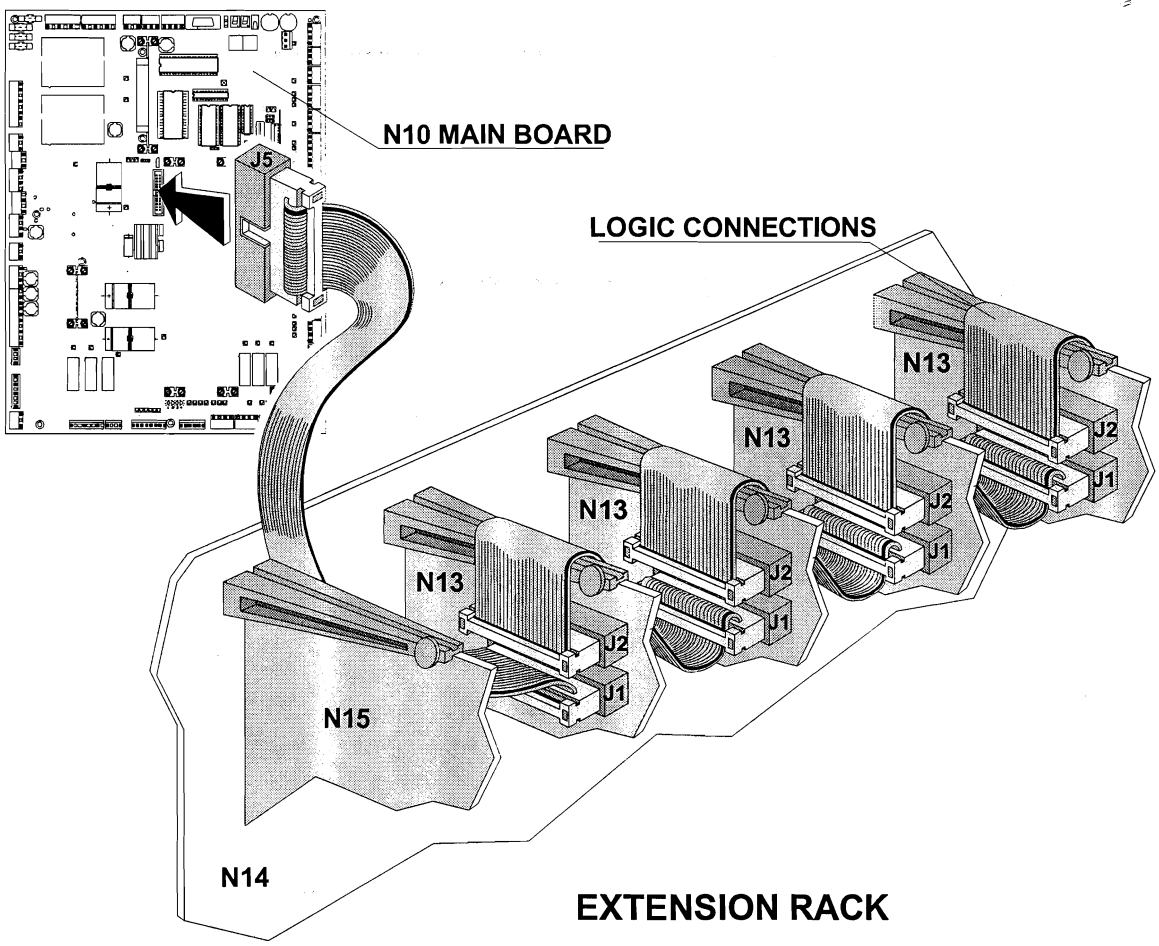
EXTENSION RACK GENERAL VUE

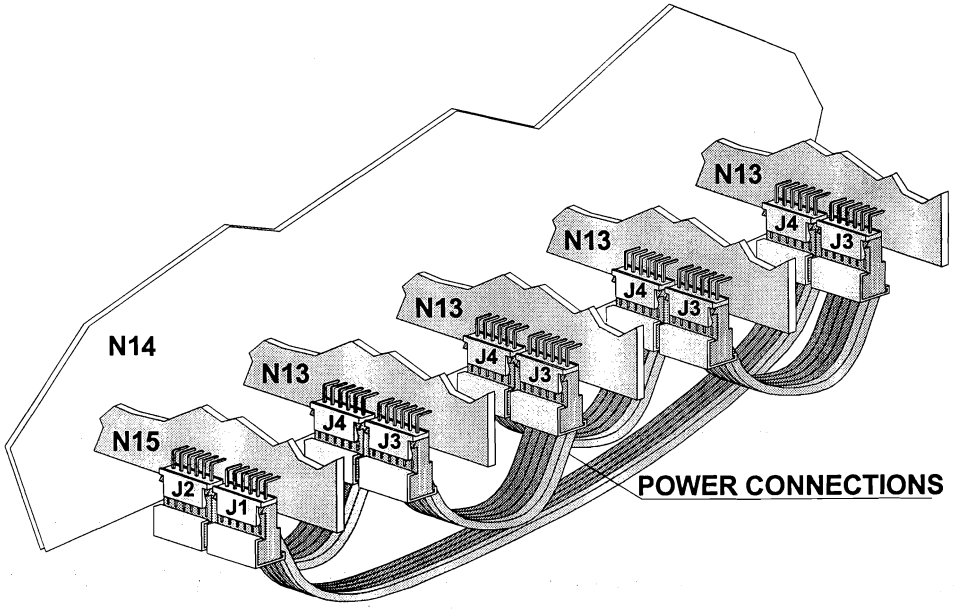


Position of N13 boards on N14 board vs floors and entrance faces.



CONNECTION OF THE EXTENSION RACK TO N10 MAIN BOARD AND BETWEEN BOARDS OF THE EXTENSION RACK





LOCATION OF TERMINAL BLOCKS ON N15 POWER BOARD

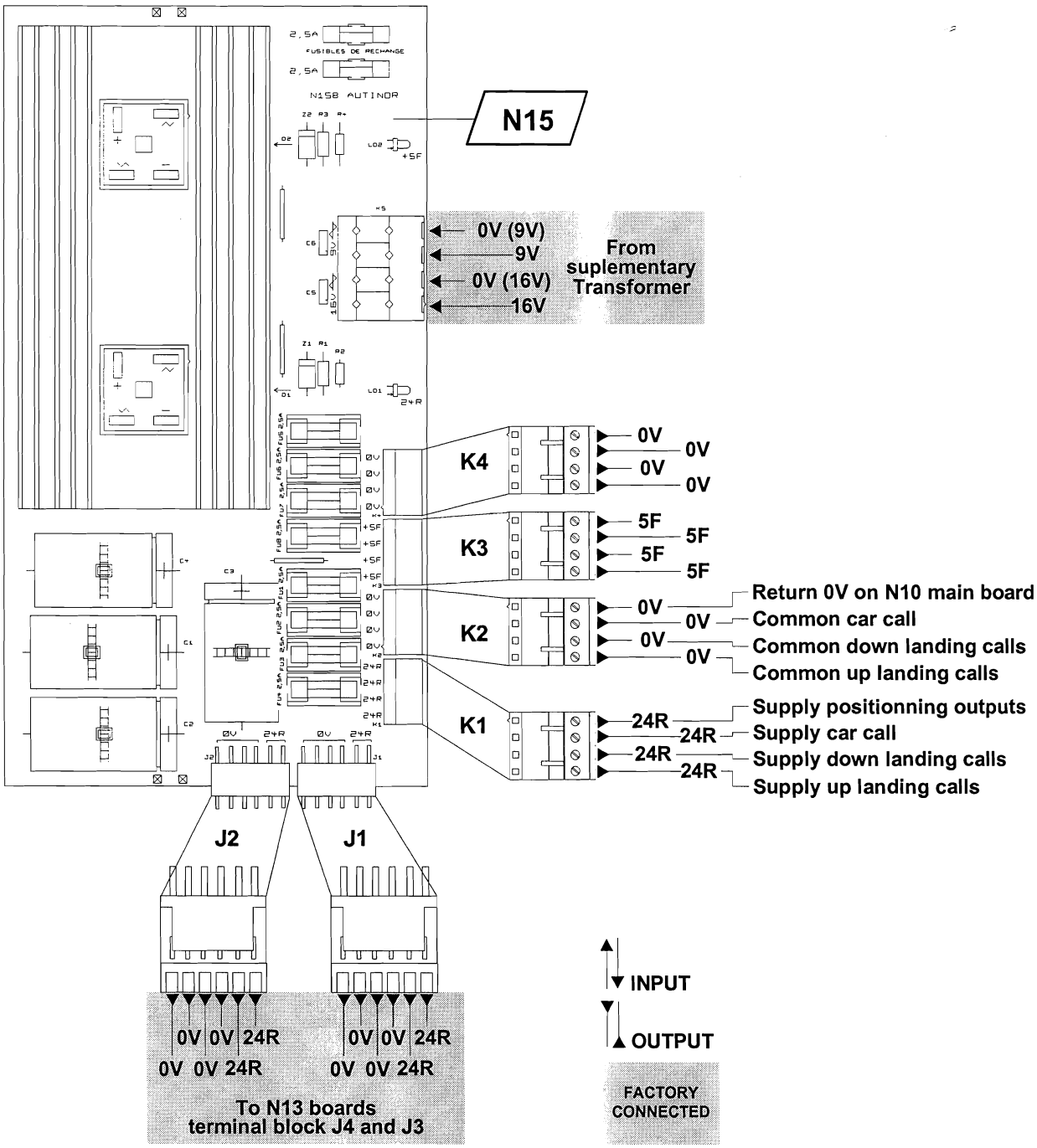


Figure 2 Location of terminal blocks on N15 power board

LOCATION AND FUNCTION OF FUSES ON N15 POWER BOARD

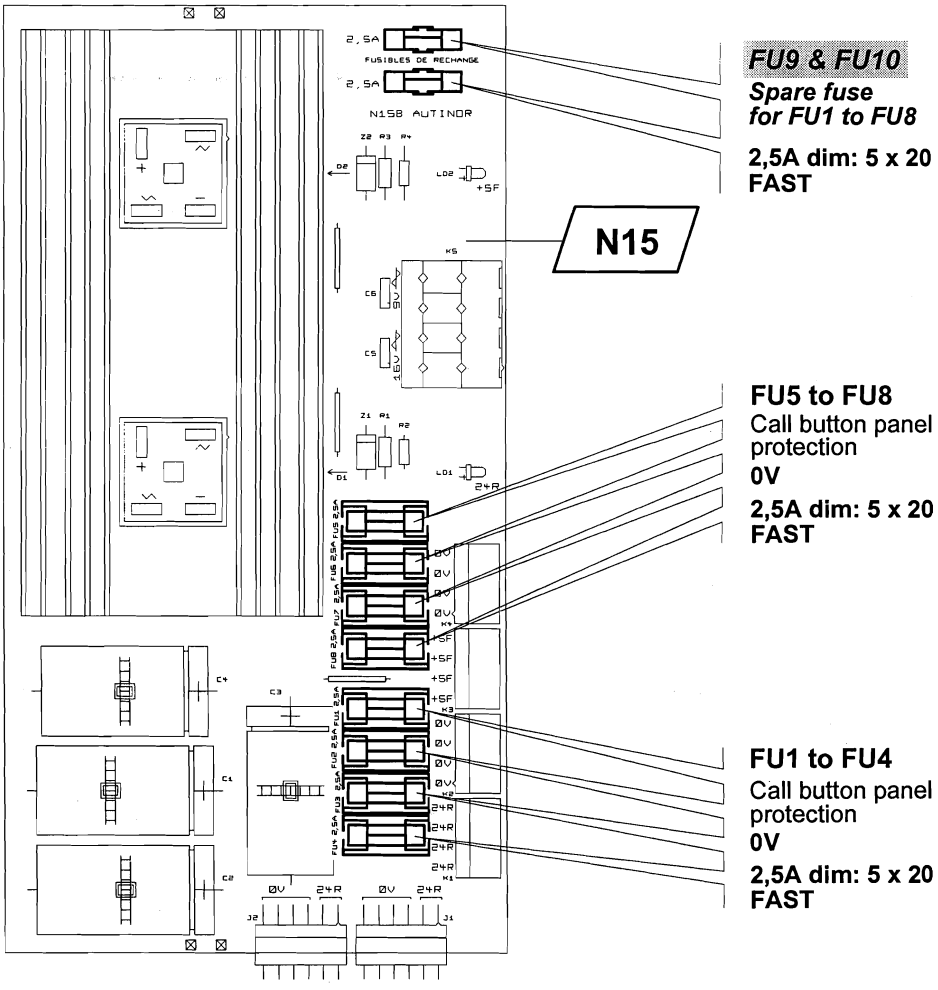
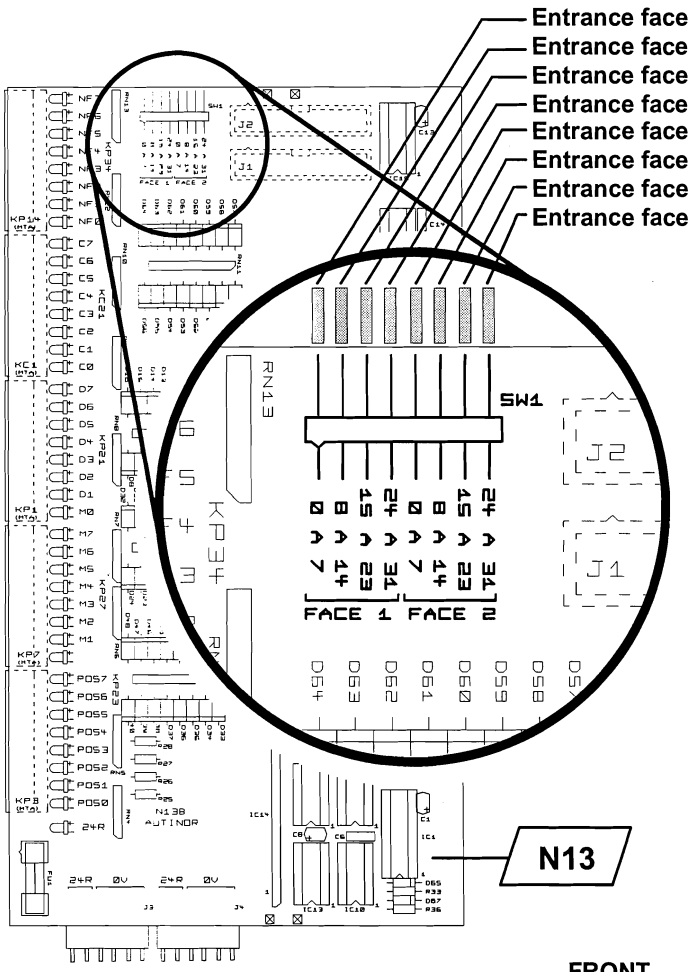


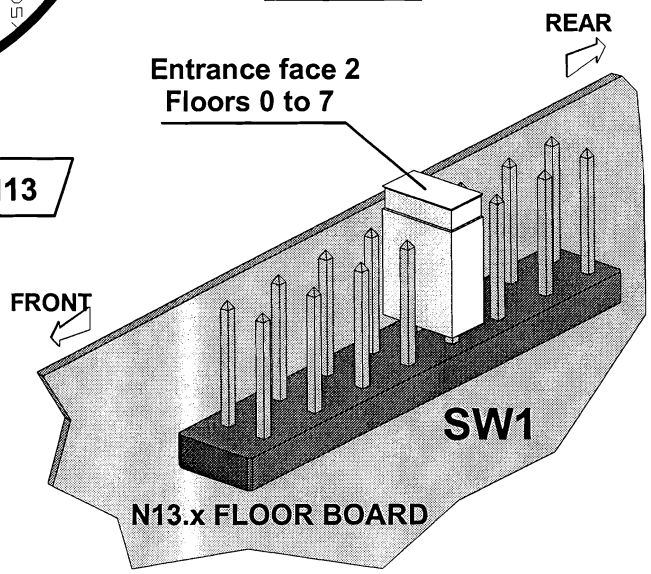
Figure 3 Location and function of fuses on N15 power board

CHOICE OF FLOORS AND ENTRANCE FACES FOR A N13 BOARD

SW1 Jumper position on N13 board :


Entrance face 1 - Floors 0 to 7
Entrance face 1 - Floors 8 to 14
Entrance face 1 - Floors 15 to 23
Entrance face 1 - Floors 24 to 31
Entrance face 2 - Floors 0 to 7
Entrance face 2 - Floors 8 to 14
Entrance face 2 - Floors 15 to 23
Entrance face 2 - Floors 24 to 31
SW1
J2
J1
0 7
8 14
15 23
24 31
FACE 1
FACE 2
N13

EXAMPLE :



WARNING :

THERE IS ONLY ONE JUMPER ON EACH N13 BOARD
TWO N13 BOARDS CANNOT HAVE THE SW1 JUMPER AT THE SAME POSITION !

A mistake dont have any desastrous consequence but let the software in confusion !

LOCATION AND FUNCTION OF FUSE ON N13 FLOOR BOARD

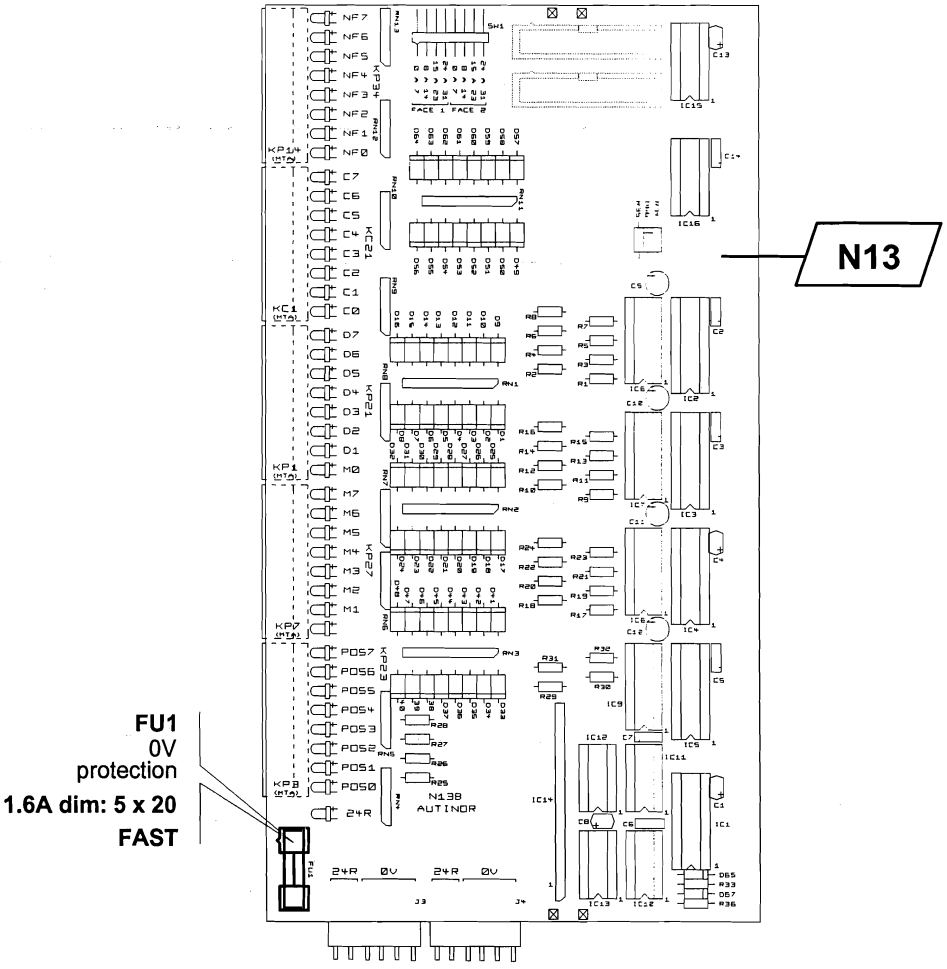


Figure 4 Location and function of fuse on N13 floor board

LOCATION OF TERMINAL BLOCKS ON N13 FLOOR BOARD

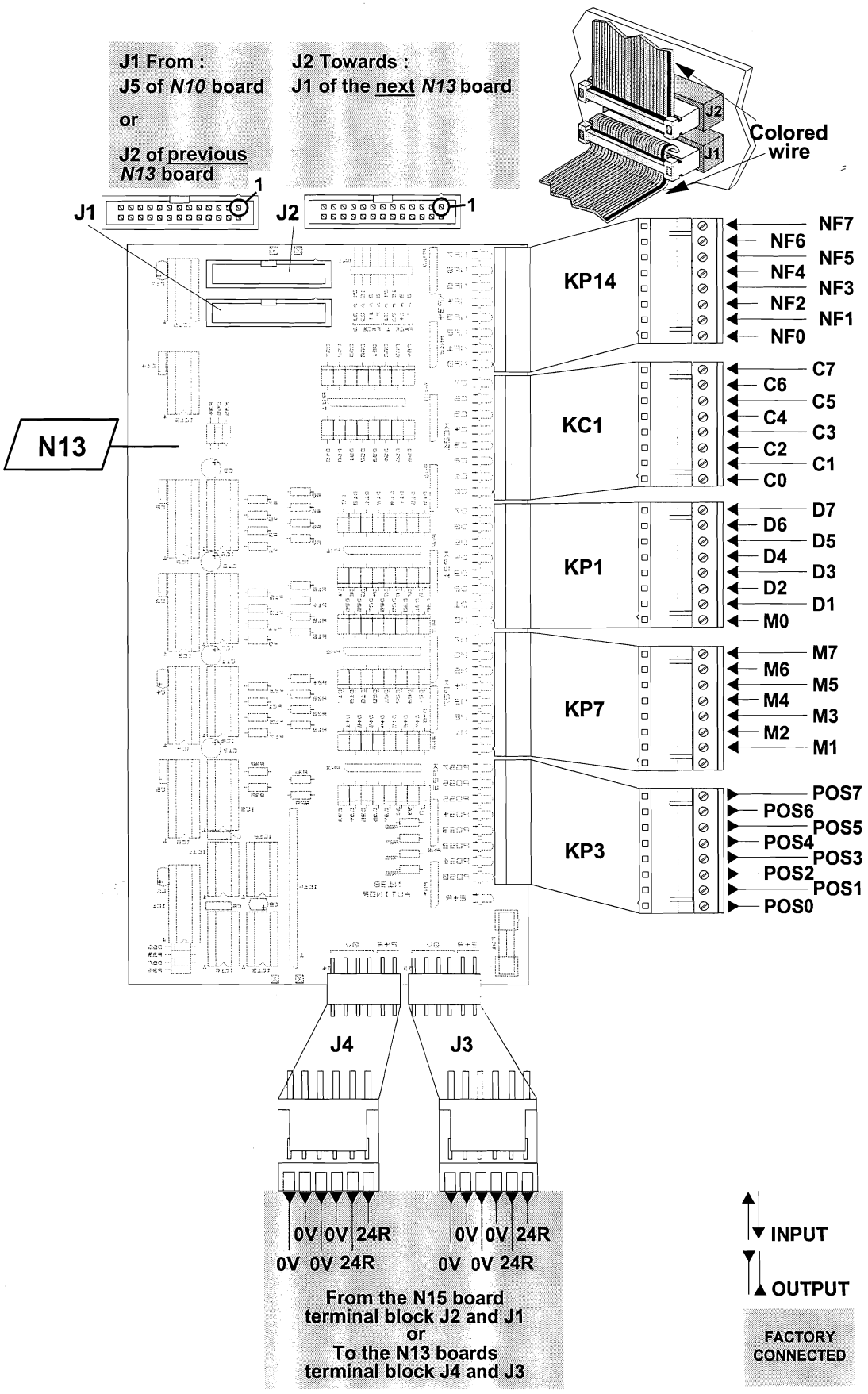
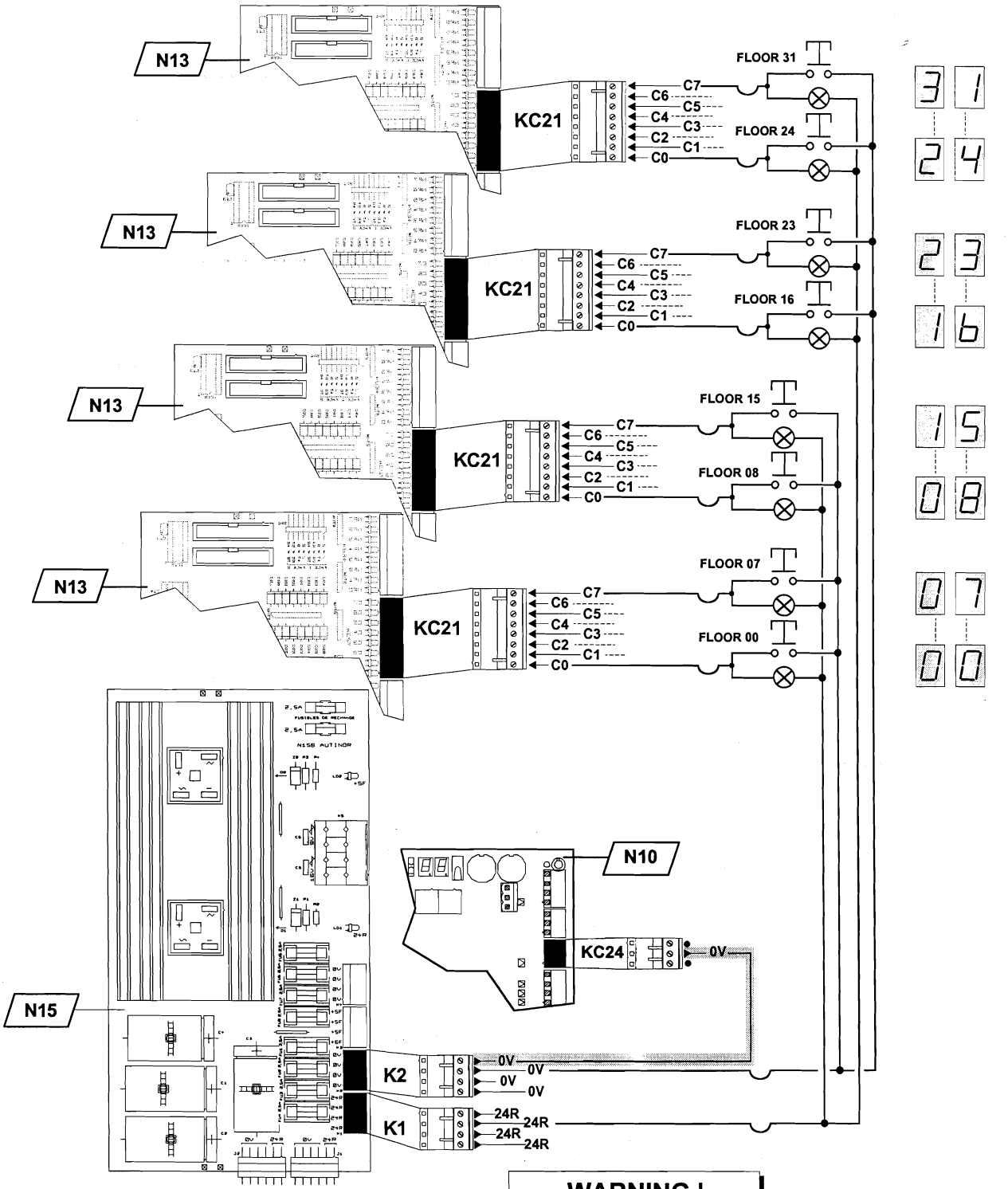


Figure 5 Location of terminal blocks on N13 floor board

CONNECTING CAR CALLS ON COLLECTIVE CONTROL (32 FLOORS)



WARNING !

May attention to the position of jumper on each N13 board. (see figure ' CHOICE OF FLOOR ... ' in the documentation)

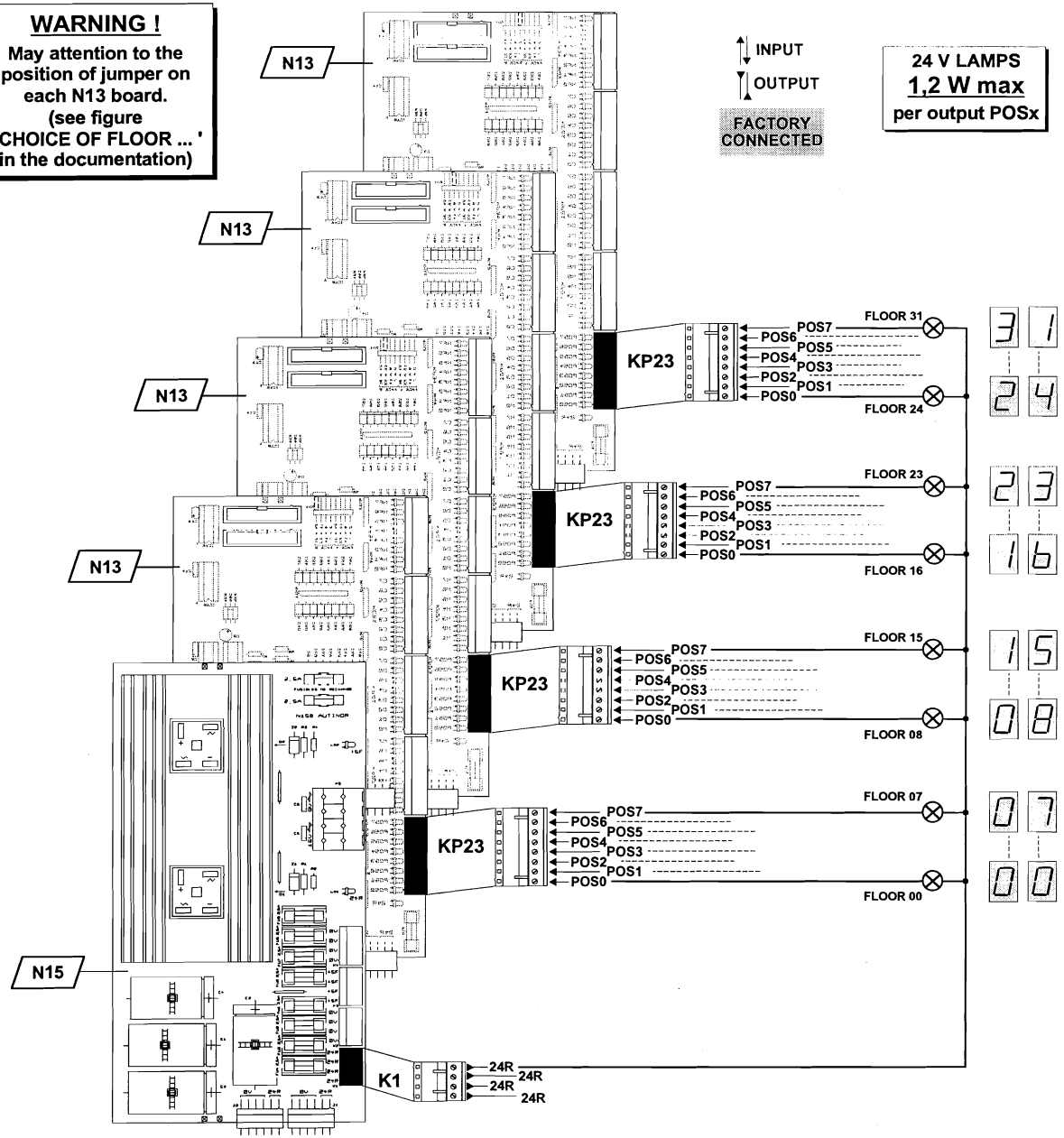
24 V LAMPS
1,2 W max
per output Cx

INPUT
OUTPUT
FACTORY CONNECTED

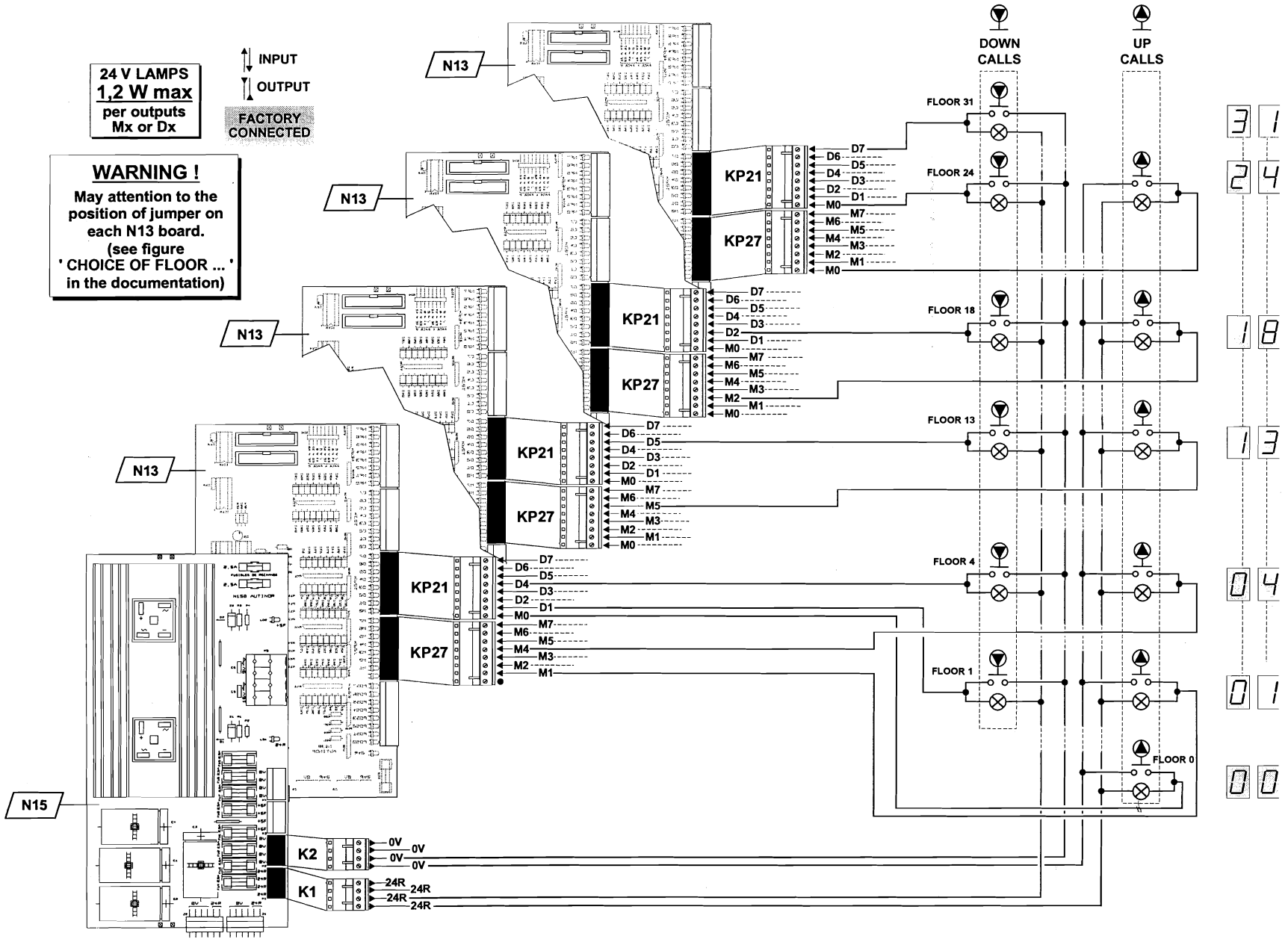
CONNECTING POSITIONNING OUTPUTS (32 FLOORS)

WARNING !

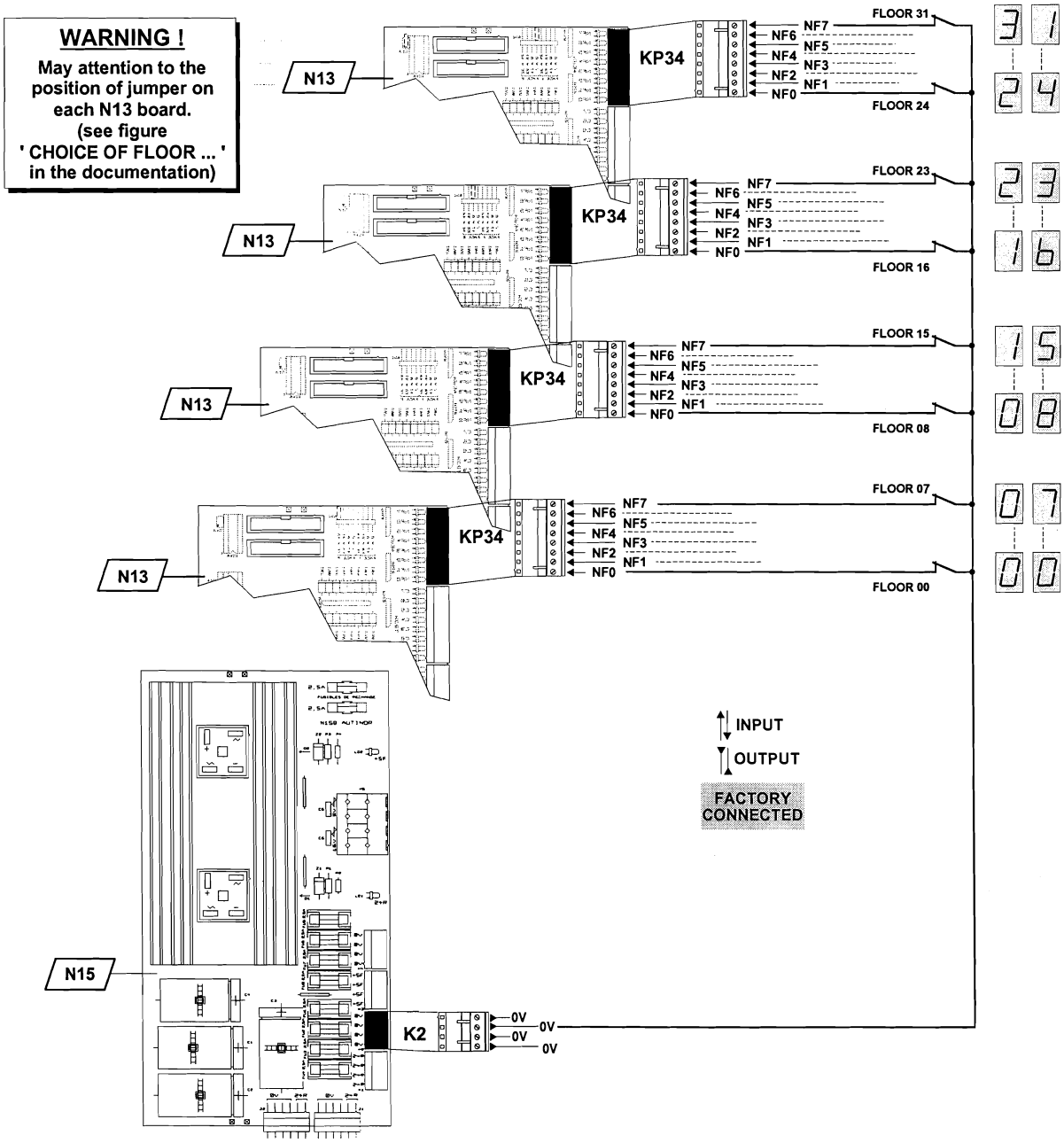
May attention to the position of jumper on each N13 board. (see figure ' CHOICE OF FLOOR ... ' in the documentation)



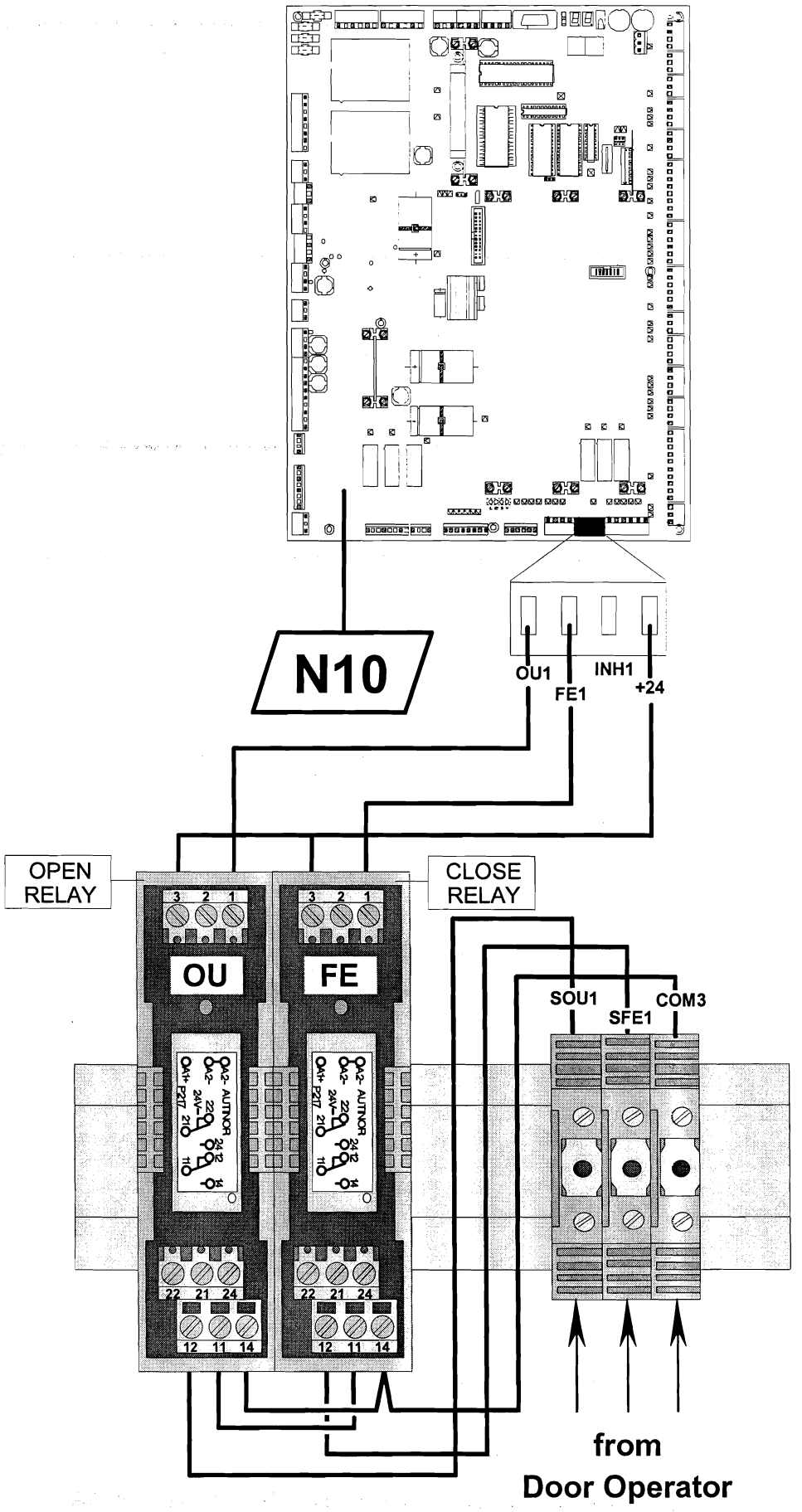
CONNECTING LANDING CALLS FOR UP AND DOWN COLLECTIVE CONTROL (32 FLOORS)



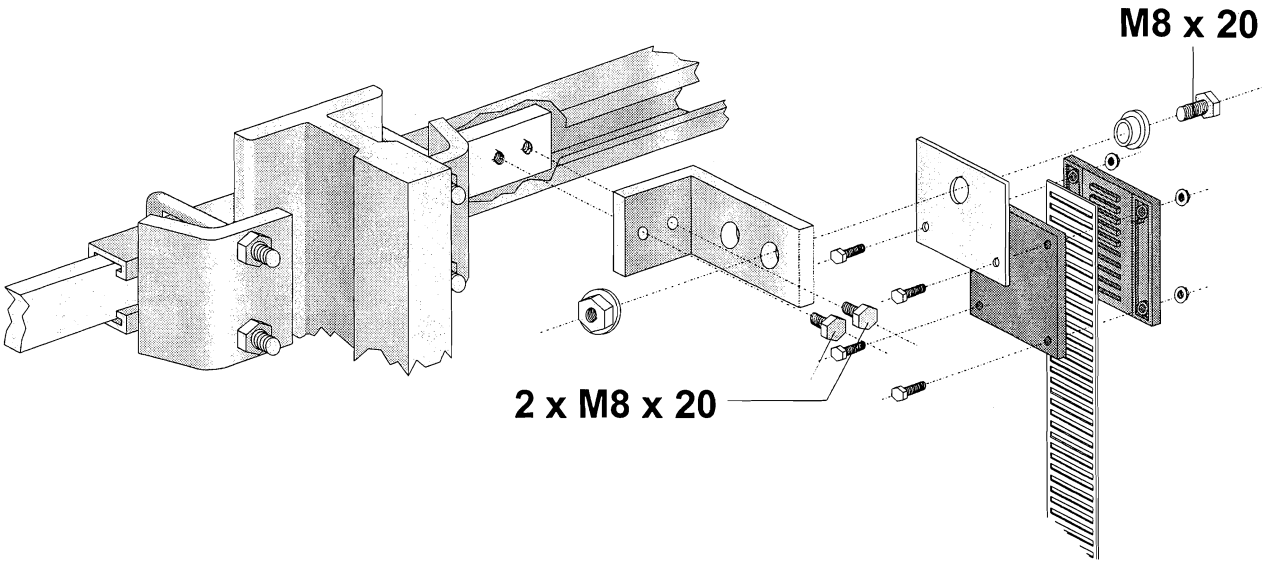
FIRE SERVICE (NF) (32 FLOORS)

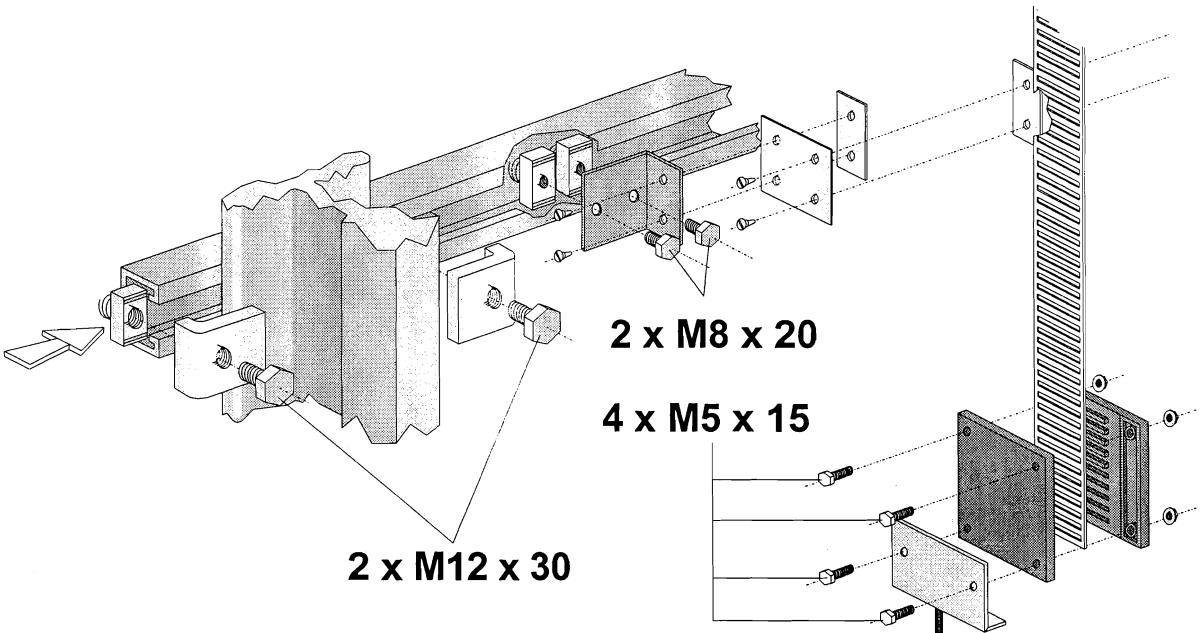


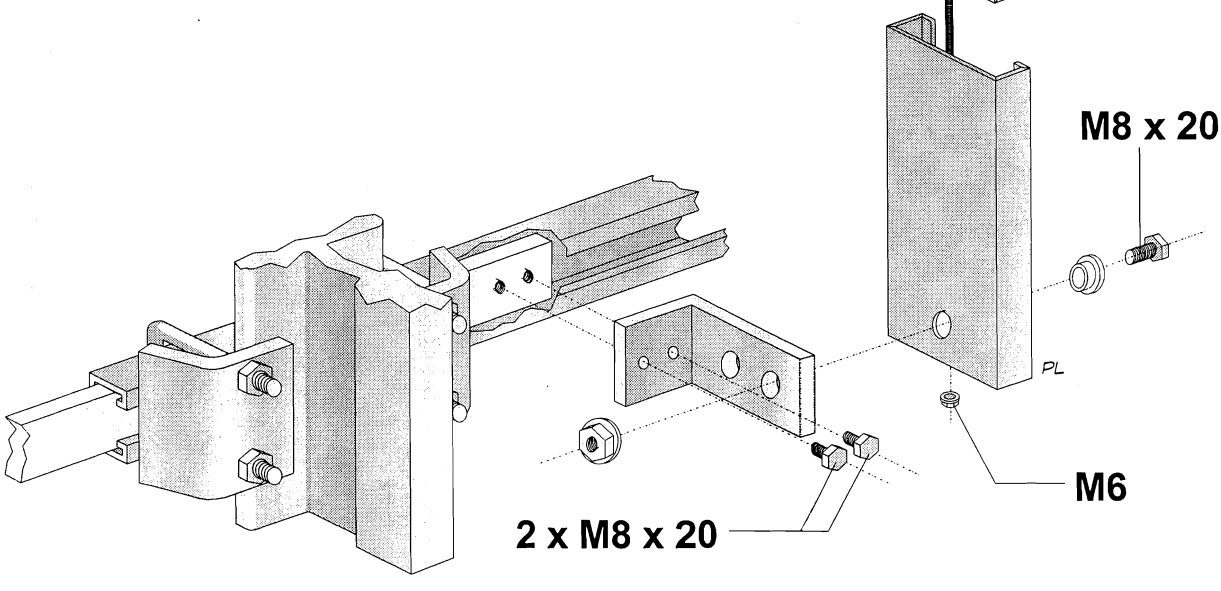
CONNECTING THE DOOR OPERATOR



FIXING THE SLOTTED-TAPE BRACKETS







PROCEDURE TO BE FOLLOWED TO CARRY OUT THE AUTOMATIC SET-UP OF LEVELS (1/4)

BEFORE STARTING :

This levelling adjustment is done in INSPECTION (INS) mode and not in MAN. For this connect the inspection wire coming from the car roof to INS, and bridge MAN and 0V.

Do not put the magnets on the tape, but take them with you, as well as this installation manual.

This automatic relevelling procedure allows you to measure and register directly in the controller the landing heights of each corresponding floor. Each level corresponds to an altitude on the slotted tape.

The lowest level is **00 00**.

PROCEDURE TO FOLLOW :

1) Turn the switch to **INS**.
2) Switch the **MB192** power off and then on again.
3) With the left-hand switch of the **BG17** communication tool on **PAR**, programme **80** at address **F8**. Adapt your Inspection speed **V1** (Ad 003).
4) Climb onto the car roof and take the lift down to the lowest level. **Stop exactly at the floor level !**
5) Press the « **STOP** » button on the car roof.
6) Press **GM** and **GD** at the same time for **5 seconds**.
   You can always correct the the last registered height, as long as you have not moved by more than 20 centimetres.
7) Position the **ED** magnet above the **O03** tape-head at a height (**D**) corresponding to the slow down distance required (see graph on next page).

Vn : Nominal speed in metres per second.
D : Slow down distance in metres

Example : If the lift speed is **1.60 m/s**, the graph page 21 recommends a slow down distance (**D**) between **2 m 00** and **3 m 00,** in our example : **2.50 m**.

PROCEDURE TO BE FOLLOWED TO CARRY OUT THE AUTOMATIC SET-UP OF LEVELS (2/4)

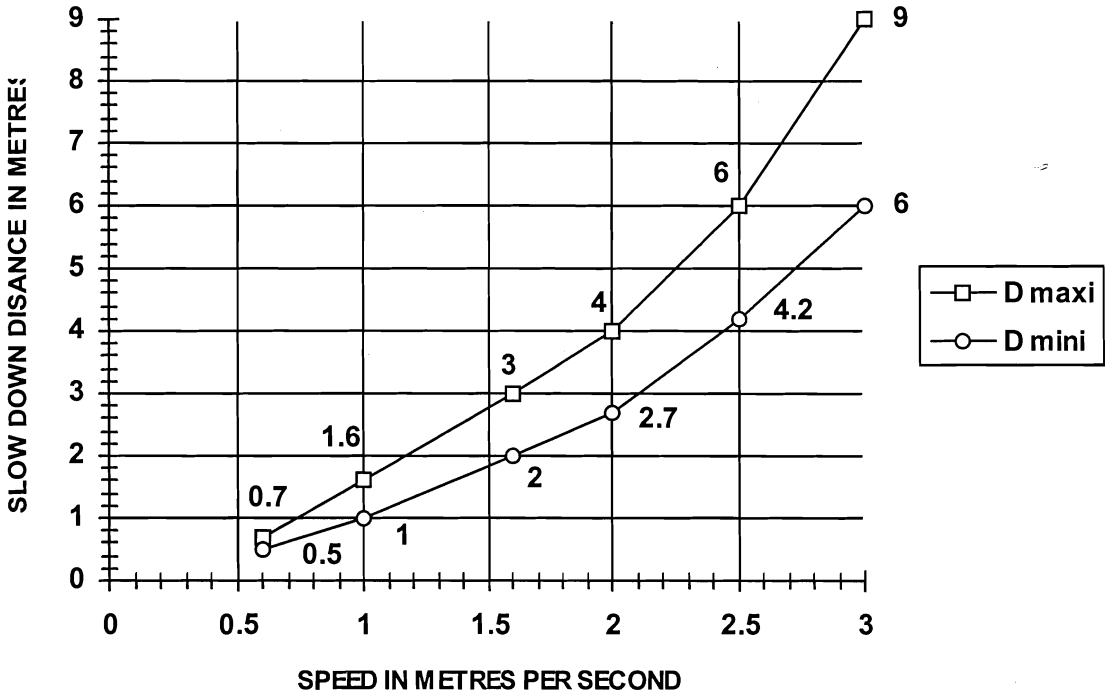


Figure 6 Slow down distance D in relation to the nominal speed

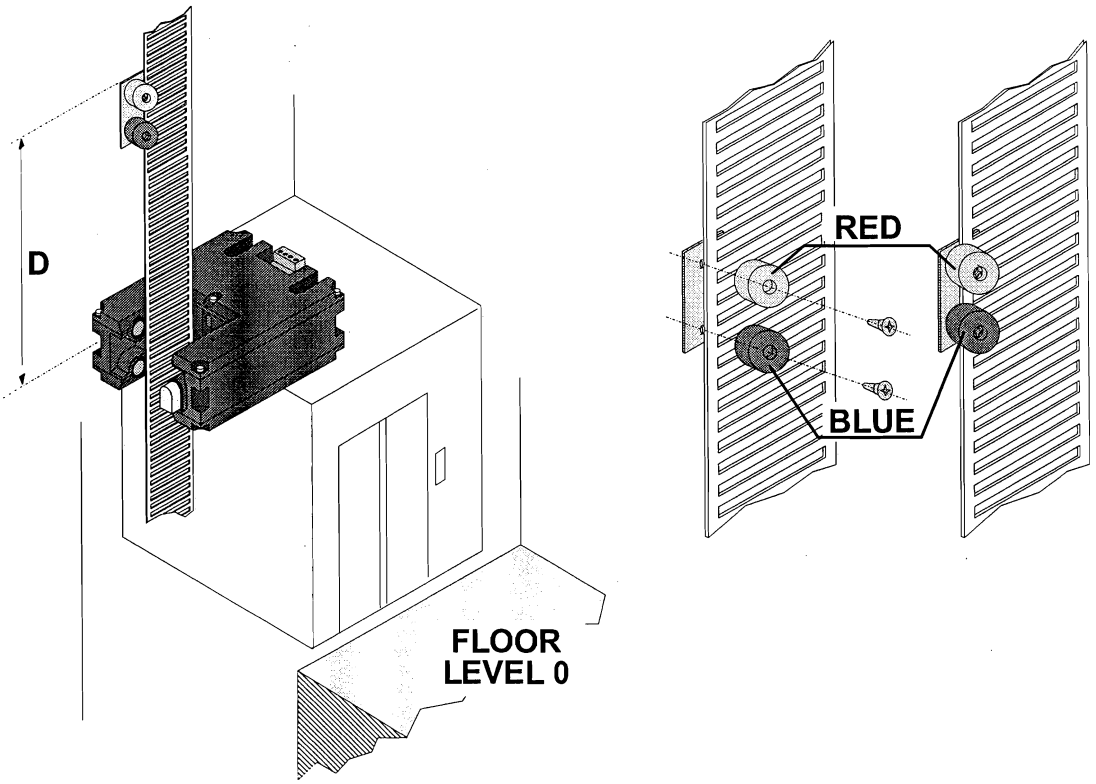


Figure 7 Positioning of "ED" magnet

PROCEDURE TO BE FOLLOWED TO CARRY OUT THE AUTOMATIC SET-UP OF LEVELS (3/4)

8) Release the « **STOP** » button on the car roof and go upto **level 1** on inspection, stopping **exactly at floor level !**

9) Press the « **STOP** » button on the car roof.

10) Press **GM** and **GD** at the same time for **5 seconds**.

The software will memorize the height corresponding to level **1**..

11) Repeat steps **7)** to **9)** until you reach the highest level.

12) Come back down to the lowest level.

By passing the **ED** magnets coming down, you automatically load the slow-down distance used by all levels going up or coming down. In addition the value **80** programmed at address **F8** will reset to **00** to exit the automatic level set-up procedure.

13) Move the lift towards the machine room on inspection, and leave the car roof, **leaving the switch still on inspection**.

14) Turn the **MB192** power off and then back on again.

If fault code 61 is shown on the communication tool,
a mistake has been made during the level set-up procedure,
and the whole procedure needs to be done again ...

15) If the fault code **61** does not appear, **cut the safety lane.**

Copy down each floor height at addresses **90** to **CF** in the table on page 23, so that later on you can check the lift's stopping precision (Table 1 Floor heights) and the slow down distance read at addresses **d0** and **d1** (Table 2 Slow down distance).

16) Turn the inspection switch on the car roof to **Normal**.

17) Return to the machine room.

18) Read the chapter « **What to know before starting of at full speed** » before reconnecting the **safety lane**. In this way you can check that the lift carries out correctly its reset sequence.

PROCEDURE TO BE FOLLOWED TO CARRY OUT THE AUTOMATIC SET-UP OF LEVELS (4/4)

Table 1 Floor heights

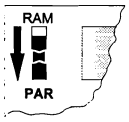
	ADDRESSES FOR THE 16 FLOORS		FLOOR HEIGHT	
Level 0 :	91	90		
Level 1 :	93	92		
Level 2 :	95	94		
Level 3 :	97	96		
Level 4 :	99	98		
Level 5 :	9b	9A		
Level 6 :	9d	9C		
Level 7 :	9F	9E		
Level 8 :	A1	A0		
Level 9 :	A3	A2		
Level 10 :	A5	A4		
Level 11 :	A7	A6		
Level 12 :	A9	A8		
Level 13 :	Ab	AA		
Level 14 :	Ad	AC		
Level 15 :	AF	AE		
Level 16 :	b1	b0		
Level 17 :	b2	b2		
Level 18 :	b4	b4		
Level 19 :	b6	b6		
Level 20 :	b8	b8		
Level 21 :	bb	bA		
Level 22 :	bd	bC		
Level 23 :	bF	bE		
Level 24 :	C1	C0		
Level 25 :	C3	C2		
Level 26 :	C5	C4		
Level 27 :	C7	C6		
Level 28 :	C9	C8		
Level 29 :	Cb	CA		
Level 30 :	Cd	CC		
Level 31 :	CF	CE		

Table 2 Slow down distance

SLOW DOWN DISTANCE IN MILLIMETERS		
Addresses	d0	d1
	thousands, hundred	tens, units

CHECK THAT THE SLOW DOWN DISTANCE "D" CORRESPONDS TO THE HEIGHT AT WHICH YOU HAVE POSITIONED THE MAGNETS.

WHAT TO KNOW BEFORE STARTING OFF AT FULL SPEED (1/3)

I. Adjustment of the Synchronous Speed

At the moment, **V2** and the synchronous speed (**VSy**) are the same value.

1) Select address **114** on the frequency drive communication device.
2) Carry out a full speed movement, and read the synchronous speed displayed. Copy this value into parameter **Vsy**, address **006**.

II. Automatic adjustment of the up stopping precision

This procedure only works in the case of a slow down distance including the relevelling speed **V0**.

1) Send the lift to the lowest level.
2) With the left-hand switch of the **BG17** communication tool on **PAR**, programme **40** at address **F8**.

Warning : when you slide the switch back up, **F8** will be displayed followed by **42**

3) Send the car up one floor on normal.

When the car stops, the value **42** programmed at **F8** will reset to **00** to exit the automatic adjustment procedure.

Warning : the lift may perhaps not be exactly at floor level.
This is normal ..., it will be at floor level after the next journey.

III. Automatic adjustment of the down stopping precision

This procedure only works in the case of a slow down distance including the relevelling speed **V0**.

1) Send the lift to the highest level.
2) With the left-hand switch of the **BG17** communication tool on **PAR**, programme **20** at address **F8**.

Warning : when you slide the switch back up, **F8** will display followed by **21**.

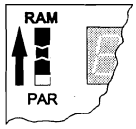
3) Send the car down one floor on normal.

When the car stops, the value **21** programmed at **F8** will reset to **00** to exit the automatic adjustment procedure.

Warning : the lift may perhaps not be exactly at floor level.
This is normal ..., it will be at floor level after the next journey.

To find out the stopping precision at each level, with the left-hand switch of the **BG17** on **RAM**, check the height counter at **51** and **50**.

The value is given in impulses and in hexadecimal. **1** impulse = **2** millimetres.



Height counter at addresses **51** and **50**

Ad 51 = 00	Ad 50 = 03

Example :
Sending the car to the very bottom, if you read **00** at **51** and **03** at **50**, this means that the car stopped **3** impulses (about **6mm**) from the target (**00 03**).

PARAMETERS ADJUSTMENT AT FULL SPEED (2/3)

IV. Adjustment of the direct approach precision

At address **006**, segment **6** should be on.

1) Select address **50**, with the little left-hand red switch in the **RAM** (upper) position, and send the lift to the bottom floor. The tape head may show a positive value eg 09 (i.e. 9 impulses x 2mm = **18mm),** which means that the car has stopped **18mm** above floor level.

Increase the value programmed at address **008** (**DV2**) by this **18mm.**

If the lift stops after floor level, reduce the value programmed at address **008** (**DV2**) by these **18mm**.

V. Automatic adjustment of the hysterisis zone

This must be done if the lowest level is not the main floor.

1) Position the lift above the **ED** magnets.
2) With the left-hand switch of the **BG17** communication tool on **PAR**, programme **10** at address **F8**.
3) Send the car up one floor and then down one floor, so that the tape-head passes the **ED** magnets in both directions.

VI. Positioning of EM magnet at top floor

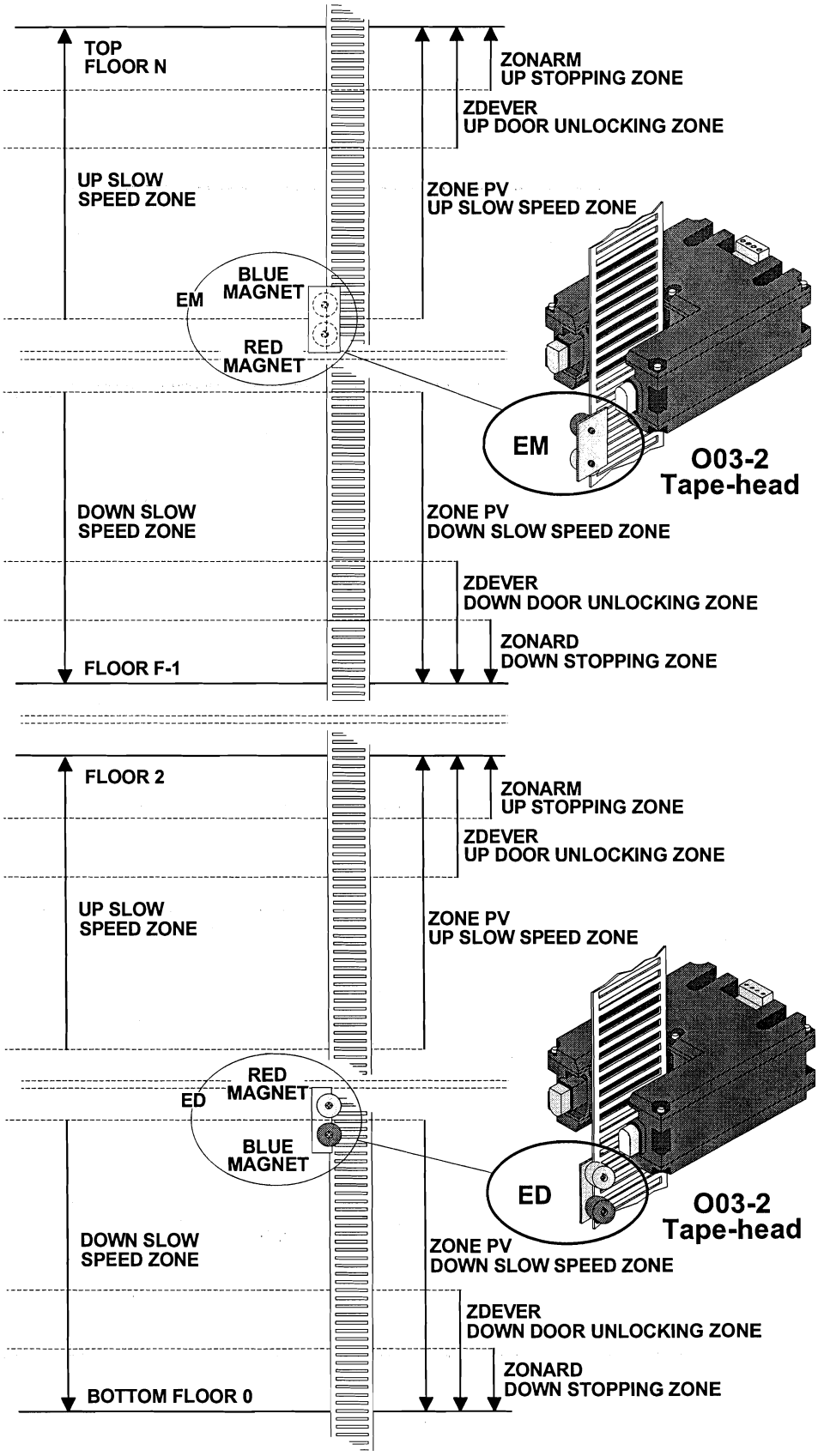
Position the **EM** magnet at the slow-down point for the top floor, this may be useful if the lift does not cross the bottom magnets very often.

To carry out this operation, you will need the following elements :

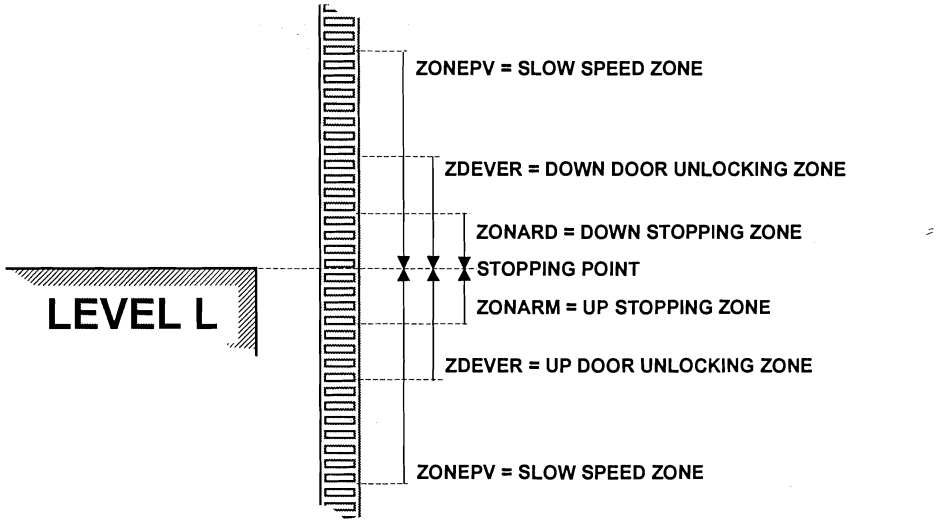
- An **O03-2** tape-head.
- An **N70** interface board for an O03-2 tape-head.
- A **pair of magnets** to position as shown on page 26.

1) During normal operation, when the lift stops exactly at the desired floor, send the lift up to the top floor and position the **EM** magnets to obtain the desired slow-down distance (the position of the **EM** magnets is roughtly the same as that of the **ED** magnets).
2) If afterwards when coming back to the top floor, the lift does not stop at floor level, move the **EM** magnets to the value corresponding to the reset heigt.

POSITIONING THE EM MAGNETS ON THE SLOTTED TAPE (O03-2 TAPE HEAD) (3/3)



PARAMETERS CONCERNED THE SLOTTED TAPE


ZONEPV = SLOW SPEED ZONE
ZDEVER = DOWN DOOR UNLOCKING ZONE
ZONARD = DOWN STOPPING ZONE
STOPPING POINT
ZONARM = UP STOPPING ZONE
ZDEVER = UP DOOR UNLOCKING ZONE
ZONEPV = SLOW SPEED ZONE
LEVEL L

Name	Designation	Address
ZDEVER	DOOR UNLOCKING ZONE	d4 and d5
ZONARM	UP STOPPING ZONE	d2
ZONARD	DOWN STOPPING ZONE	d3
ZONYST	HYSTERISIS ZONE	dd

Parameters linked to the relevelling		
BNDISO	RELEVELLING JUMP	dC
ZONARI	RELEVELLING STOPPING ZONE	d7

Parameters linked to the slow-down distance		
DMINV2	MINIMUM DISTANCE FOR V2	d8 and d9
ZONPV1	SLOW SPEED ZONE 1 = V1 SLOW DOWN DISTANCE ..	dA and db
ZONPV2	SLOW SPEED ZONE 2 = V2 SLOW DOWN DISTANCE ..	d0 and d1

Parameters linked to the floor eights		
ALTNIV00	FLOOR EIGHT LEVEL 00	91 and 90
to	to	to
ALTNIV31	FLOOR EIGHT LEVEL 31	CF and CE
	For the floor heights, see page 23	

All of the information shown in the above table is shown in millimetres and in decimal, except the floor heights.

When the information is given over 2 addresses, the first address shows the thousands and hundreds, and the second shows the tens and units.

Example : For a slow-down distance (or slow speed zone) of **800 mm** (80 cm), you will read **08** at address **d0**, and **00** at address **d1**, i.e. **0800** millimetres.

THE TABLE OF PARAMETERS (1/2)

AD	Seg 7	Seg 6	Seg 5	Seg 4	Seg 3	Seg 2	Seg 1	Seg 0	
00	DEF N (CDDEF) CODE FOR LAST FAULT								
01	DEF N-1 (CADDEF) CODE FOR FAULT BEFORE LAST								
02	REGUL	DPLX	ISO	RMLIFT	NIVSIN	DSERVS	OUAVAR	*FACTORY*	
03	NBOPER - NUMBER OF OPERATORS								
04	NIVSUP - HIGHEST LEVEL								
05	NIVINF - BOTTOM LEVEL								
06	NVPRIN - MAIN FLOOR								
07	BLOCAG	DCOPRO	OPTSP	OPTMAN	OPREVM	MPVHZ		OUVPRE	
08	RECAV1	APCL	FLCLIG	FLPDP	EFFNSEL	MASMPX	IPF	IPO	
09	GONGAR	IGPPRO	IGV	PFLSGV	OPTPOM	MHSPF	TYPOMP		
0A	FACE1	FACE2	NIVMHS - OUT OF SERVICE FLOOR						
0B	CABVID	SHTCS/	ISOCLI	RMLIFT		REGUL	OuAvARCli	TPRAL	
0C	TIG - INTEGRATOR'S DURATION (2 TO 45 SECONDS [IN SECONDS])								
0D	TPV - SLOW SPEED DURATION (3 TO 255 SECONDS [IN SECONDS])								
0E	TPLU - AUTOMATIC LIGHT DURATION (2 TO 255 SECONDS [IN SECONDS])								
0F	TINS - INSPECTION DURATION (1 TO 255 SECONDS [IN SECONDS])								
10	TPISO - RE-LEVELLING MOVEMENT DURATION (1S < X < 10S [IN SECONDS])								
11	NUSPLX - NUMBER OF SIMPLEX IN MULTIPLEX (00 or 01)								
12	TFR10 - FILTERING DURATION FOR RESTARTS AT '10' (0 TO 0,5 SECS [IN 1/100 SECS])								
13	TPRAU - AUTOMATIC RECALLS DURATION (1 TO 255 SECONDS [IN SECONDS])								
14	RAUFAC1	RAUFAC2	TRAPM	NIVRAU - LEVEL OF AUTOMATIC RECALL (DUPLEX - N°1)					
15	TGONG - GONG DURATION (0,1 TO 10 SECONDS [IN 1/10 SECONDS])								
16	COMDEM - STARTER COUNTER : THE 2 FIGURES ON THE RIGHT								
17	COMDEM - STARTER COUNTER : THE 2 FIGURES IN THE MIDDLE								
18	COMDEM - STARTER COUNTER : THE 2 FIGURES ON THE LEFT								
19	NUMAR0 - ID NUMBER OF THE CONTROLLER. (LOWER TWO DIGITS)								
1A	MONTH OF PRODUCTION IN HEXADECIMAL				ID NUMBER OF THE CONTROLLER. (UPPER DIGIT)				
1B	NUMAR2 - YEAR OF PRODUCTION								
1C	NIVRAU - LEVEL OF AUTOMATIC RECALL (DUPLEX - N°2)								
1D	NIVRAU - LEVEL OF AUTOMATIC RECALL (TRIPLEX - N°3)								
1E	DEF N-2 - CODE FOR THIRD LAST FAULT								
1F	DEF N-3 - CODE OF OLDEST FAULT								
20	REPT00 - POSITION INDICATOR AT LEVEL 00								
21 to 3E	REPTxx - INDICATOR AT LEVEL xx								
3F	REPT31 - INDICATOR AT LEVEL 31								
40	RGPT	VERSTF1	P1SFCOU	P1SFCFE	PMAFCP1	MSTPMP1	AMPSEC1	MSTPRP1	
41	TP01 - DOOR 1 TIMING (2 TO 255 SECONDS [IN SECONDS])								FACE N°1
42	TREP1 - DOOR 1'S RE-OPENING (1 TO 255 SECONDS [IN SECONDS])								
43	TIRP1 - RELAY INVERSION OF DOOR 1 (0 TO 2,55 S. [IN 1/100 SEC])								
44	TIGPO1 - INTEGRATOR OF DOOR 1 (1 TO 255 SECONDS [IN SECONDS])								
45	RCAME1 N00			PORCAB 1N0	OUAVAP 1N0	STP1OU N0	SER1I N0	OUNSIM 1N0	
46 to 63	RCAME1 Nxx			PORCAB 1Nxx	OUAVAP 1Nxx	STP1OU Nxx	SER1I Nxx	OUNSIM 1Nxx	
64	RCAME1 N31			PORCAB 1N31	OUAVAP 1N31	STP1OU N31	SER1I N31	OUNSIM 1N31	
65	PERSONALISATION CODE 1								
66	PERSONALISATION CODE 2								
67									
68		VERSTF2	P2SFCOU	P2SFCFE	PMAFCP2	MSTPMP2	AMPSEC2	MSTPRP2	
69	TP02 - DOOR 2 TIMING (2 TO 255 SECONDS [IN SECONDS])								FACE N°2
6A	TREP2 - DOOR 2'S RE-OPENING (1 TO 255 SECONDS [IN SECONDS])								
6B	TIRP2 - RELAY INVERSION OF DOOR 2 (0 TO 2,55 S. [IN 1/100 SEC])								
6C	TIGPO2 - INTEGRATOR OF DOOR 2 (1 TO 255 SECONDS [IN SECONDS])								
6D	TRCP1 - RETIRING RAMP DELAY DOORS 1 & 2								
6E	TDVP1 - MAXIMUM TIME BETWEEN 8 AND 10 - DOORS 1 & 2								
6F									

THE TABLE OF PARAMETERS (2/2)

AD	Seg 7	Seg 6	Seg 5	Seg 4	Seg 3	Seg 2	Seg 1	Seg 0	
70	RCAME2 N00			PORCAB 2N0	OUAVAP 2N0	STP2OU N0	SER2I N0	OUNSIM 2N0	F A C E
71 to 8E	RCAME2 Nxx			PORCAB 2Nxx	OUAVAP 2Nxx	STP2OU Nxx	SER2I Nxx	OUNSIM 2Nxx	
8F	RCAME2 N31			PORCAB 2N31	OUAVAP 2N31	STP2OU N31	SER2I N31	OUNSIM 2N31	N°2
	PARAMETERS ON DECIMAL NUMBER								
d0	SLOW SPEED ZONE / V2 (SPEED 2) (IN DECIMETER)								
d1	SLOW SPEED ZONE / V2 (SPEED 2) (IN MILLIMETER)								
d2	SLOW SPEED UP STOP ZONE (IN MILLIMETER)								
d3	SLOW SPEED DOWN STOP ZONE (IN MILLIMETER)								
d4	UN-LOCKING ZONE (IN DECIMETER)								
d5	UN-LOCKING ZONE (IN MILLIMETER)								
d6	STOP ZONE OF RE-LEVELLING (IN DECIMETER)								
d7	STOP ZONE OF RE-LEVELLING (IN MILLIMETER)								
d8	BAN ZONE ON HIGH-SPEED V2 (IN DECIMETER)								
d9	BAN ZONE ON HIGH-SPEED V2 (IN MILLIMETER)								
dA	SLOW SPEED ZONE (V1) (IN DECIMETER)								
dB	SLOW SPEED ZONE (V1) (IN MILLIMETER)								
dC	INCREMENT STEP FOR RE-LEVELLING (MAXI. 8)								
dd	HYSTERESIS ZONE FOR MAGNET RECALL								
E0	MSQCAB - MASK FOR CAR CALLS FROM 7 TO 0								
E1	MSQCAB - MASK FOR CAR CALLS FROM 15 TO 8								
E2	MSQCAB - MASK FOR CAR CALLS FROM 23 TO 16								
E3	MSQCAB - MASK FOR CAR CALLS FROM 32 TO 24								F
E4	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 7 TO 1								A
E5	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 15 TO 8								C
E6	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 23 TO 16								E
E7	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 32 TO 24								
E8	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 7 TO 0								N°1
E9	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 15 TO 8								
EA	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 23 TO 16								
EB	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 32 TO 24								
EC	MSQCAB - MASK FOR CAR CALLS FROM 7 TO 0								
ED	MSQCAB - MASK FOR CAR CALLS FROM 15 TO 8								
EE	MSQCAB - MASK FOR CAR CALLS FROM 23 TO 16								
EF	MSQCAB - MASK FOR CAR CALLS FROM 32 TO 24								F
F0	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 7 TO 1								A
F1	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 15 TO 8								C
F2	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 23 TO 16								E
F3	MSQMO - MASK FOR ASCENDING FLOOR CALLS FOR LEVELS 32 TO 24								
F4	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 7 TO 0								N°2
F5	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 15 TO 8								
F6	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 23 TO 16								
F7	MSQDE - MASK FOR DECENDING FLOOR CALLS FOR LEVELS 32 TO 24								

	MINIBLOC							
FF	CA	CB	INS	POMP	NIV	10	8	6

THE PARAMETERS IN ALPHABETICAL ORDER (1/3)

NAME	DESIGNATION	ADD	SEG
DEF N (CDDEF)	Code for last fault	00	
DEF N-1 (CADDEF)	Code for fault before last	01	
REGUL	Regulation ? (Factory option)	02	7
MPLX	Multiplex option? (Factory option)	02	6
ISO	Re-levelling option (Factory option)	02	5
RMLIFT	Variable Voltage Variation Frequency (Factory option)	02	4
NIVSIN	Floor lockout (Factory option)	02	3
DSERVS	Selective doors (Factory option)	02	2
OUAVAR	Used after V08 program version (Factory option)	02	1
FACTORY	Factory specificities (Factory option)	02	0
NBOPER	Number of operators (01 or 02)	03	0 or 1
NIVSUP	Highest level	04	
NIVINF	Bottom level	05	
NVPRIN	Main floor	06	
BLOCAG	SAPB - Single Automatic Push Button	07	7
DCOPRO	Contactors Tempory fault	07	6
OPTSP	Specific option (car with no door) segment off	07	5
OPTMAN	Machinen room inspection	07	4
OPREVM	Special inspection (INS, GM & GD)	07	3
MPVHZ	Slow speed movement outside the interlocking zone	07	2
OUVPRE	Door re-open dependant on direction	07	0
RECAV1	Reset on V1 speed	08	7
APCL	Landing calls flashing	08	6
FLCLIG	Direction arrows blinking	08	5
FLPDP	Hall lanterns	08	4
EFFNSEL	Deletion (non-selective)	08	3
MASMPX	Ground fault detection	08	2
IPF	Re-levelling doors closes ?	08	1
IPO	Re-levelling doors open ?	08	0
GONGAR	Lift arrival bell at level only	09	7
IGPPRO	Door integrator	09	6
IGV	Inspection on high speed ?	09	5
PFLSGV	High speed with no direction arrows	09	4
OPTPOM	Fire service	09	3
MHSPF	Out of service doors closed	09	2
TYPOMP	Fire service type (English, French, ...)	09	0 & 1
FACE1	Face 1 - Out of service floor	0A	7
FACE2	Face 2 - Out of service floor	0A	6
NIVMHS	Out of service floor	0A	0 to 5
CABVID	Empty car option	0B	7
SHTCS/	Nudging	0B	6
ISOCLI	Re-levelling	0B	5
RMLIFT	Variable Voltage Variation Frequency (VVVF or MLIFT in French)	0B	4
REGUL	Speed control	0B	2
OUAVARCLI	Pre-opening	0B	1
TPRAL	Door time factor	0B	0
TIG	Integrator's duration (2 to 45 seconds [in seconds])	0C	
TPV	Slow speed duration (3 to 255 seconds [in seconds])	0D	
TPLU	Automatic light duration (2 to 255 seconds [in seconds])	0E	
TINS	Inspection duration (1 to 255 seconds [in seconds])	0F	
TPISO	Re-levelling movement duration (1s < x < 10s [in seconds])	10	
NUSPLX	Number of simplex in multiplex (00 or 01)	11	
TFR10	Filtering duration for restarts at '10' (0 to 0,5 seconds [in $^{1}/_{100}$ seconds])	12	
TPRAU	Automatic recalls duration (1 to 255 seconds [in seconds])	13	
RAUFAC1	Door 1 open on homing time	14	7
RAUFAC2	Door 2 open on homing time	14	6
TRAPM	Homing time	14	5
NIVRAU	Level of automatic recall	14	0 to 4
TGONG	Gong duration (0,1 to 10 seconds [in $^{1}/_{10}$ seconds])	15	
COMDEM	Starter counter : the 2 figures on the right	16	
COMDEM	Starter counter : the 2 figures in the middle	17	
COMDEM	Starter counter : the 2 figures on the left	18	
NUMAR0	ID Number of the controller lower two digits	19	
NUMAR1	Month of production in hexadecimal / ID number of the controller. (upper digit)	1A	
NUMAR2	Year of production	1B	

THE PARAMETERS IN ALPHABETICAL ORDER (2/3)

NAME	DESIGNATION	ADD	SEG	
NIVRAU	Level of automatic recall (Duplex - N°2)	1C		
NIVRAU	Level of automatic recall (TRIplex - N°3)	1D		
DEF N-2	Code for third last fault	1E		
DEF N-3	Code of oldest fault	1F		
REPT00	Position indicator at level 00	20		
REPTxx	Position indicator at level xx	21 to 3E		
REPT31	Position indicator at level 31	3F		
RGPT	RGPT Option - Specific for Belgium	40	7	
VERSTF1	Interlocking on witnessing door 1's closure	40	6	
P1SFCOU	Door 1 without limit opening	40	5	
P1SFCFE	Door 1 without limit closing	40	4	
PMAFCP1	Movement continued after door 1's limit	40	3	E
MSTPMP1	Power maintained for door 1 during lift operation	40	2	N
AMPSEC1	Door 1 drift OK	40	1	T
MSTPRP1	Power permanently maintained for door 1	40	0	R
TPO1	Door 1 timing (2 to 255 seconds [in seconds])	41		A
TREP1	Door 1's re-opening (1 to 255 seconds [in seconds])	42		N
TIRP1	Relay inversion of door 1 (0 to 2,55 seconds [in 1/100 seconds])	43		C
TIGPO1	Integrator of door 1 (1 to 255 seconds [in seconds])	44		E
RCAME1N00	Retiring ramp delay - Door 1 - Level 00	45	7	
RCAME1Nxx	Retiring ramp delay - Door 1 - Level xx	46 to 63	7	
RCAME1N31	Retiring ramp delay - Door 1 - Level 31	64	7	F
PORCAB1N0	Car door 1 at level 00	45	4	A
PORCAB1Nxx	Car door 1 at level xx	46 to 63	4	C
PORCAB1N31	Car door 1 at level 31	64	4	E
OUAVAP1N0	Pre-opening, door 1 at level 00	45	3	
OUAVAP1Nxx	Pre-opening, door 1 at level xx	46 to 63	3	N
OUAVAP1N31	Pre-opening, door 1 at level 31	64	3	U
STP1OUN0	Stopping, door 1 open at level 00	45	2	M
STP1OUNxx	Stopping, door 1 open at level xx	46 to 63	2	B
STP1OUN31	Stopping, door 1 open at level 31	64	2	E
SER1IN0	Service 1 forbidden at level 00	45	1	R
SER1INxx	Service 1 forbidden at level xx	46 to 63	1	
SER1IN31	Service 1 forbidden at level 31	64	1	1
OUNSIM1N0	Selective door 1 opening inhibition at level 00	45	0	
OUNSIM1Nxx	Selective door 1 opening inhibition at level xx	46 to 63	0	
OUNSIM1N31	Selective door 1 opening inhibition at level 31	64	0	
VERSTF2	Interlocking on witnessing door 2's closure	68	6	
P2SFCOU	Door 2 without limit opening	68	5	
P2SFCFE	Door 2 without limit closing	68	4	
PMAFCP2	Movement continued after door 2's limit	68	3	F
MSTPMP2	Power maintained for door 2 during lift operation	68	2	A
AMPSEC2	Door 2 drift OK	68	1	C
MSTPRP2	Power permanently maintained for door 2	68	0	E
TPO2	Door 2 timing (2 to 255 seconds [in seconds])	69		
TREP2	Door 2's re-opening (1 to 255 seconds [in seconds])	6A		N°2
TIRP2	Relay inversion of door 2 (0 to 2,55 seconds [in 1/100 seconds])	6B		
TIGPO2	Integrator of door 2 (1 to 255 seconds [in seconds])	6C		
TRCP1	Retiring ramp delay doors 1 & 2	6D		
TDVP1	Maximum time between 8 & 10 - doors 1& 2	6E		
RCAME2N00	Retiring ramp delay - Door 2 - Level 00	70	7	
RCAME2Nxx	Retiring ramp delay - Door 2 - Level xx	71 to 8E	7	E
RCAME2N31	Retiring ramp delay - Door 2 - Level 31	8F	7	N
PORCAB2N0	Car door 2 at level 00	70	4	T
PORCAB2Nxx	Car door 2 at level xx	71 to 8E	4	R
PORCAB2N31	Car door 2 at level 31	8F	4	A
OUAVAP2N0	Pre-opening, door 2 at level 00	70	3	N
OUAVAP2Nxx	Pre-opening, door 2 at level xx	71 to 8E	3	C
OUAVAP2N31	Pre-opening, door 2 at level 31	8F	3	E
STP2OUN0	Stopping, door 2 open at level 00	70	2	
STP2OUNxx	Stopping, door 2 open at level xx	71 to 8E	2	F
STP2OUN31	Stopping, door 2 open at level 31	8F	2	A
SER2IN0	Service 2 forbidden at level 00	70	1	C
SER2INxx	Service 2 forbidden at level xx	71 to 8E	1	E
SER2IN31	Service 2 forbidden at level 31	8F	1	
OUNSIM2N0	Selective door 2 opening inhibition at level 00	70	0	N°2
OUNSIM2Nxx	Selective door 2 opening inhibition at level xx	71 to 8E	0	
OUNSIM2N31	Selective door 2 opening inhibition at level 31	8F	0	

THE PARAMETERS IN ALPHABETICAL ORDER (3/3)

NAME	DESIGNATION	ADD	SEG	
MSQCAB	Mask for car calls from 7 to 0 - Face 1	E0		
MSQCAB	Mask for car calls from 15 to 8 - Face 1	E1		
MSQCAB	Mask for car calls from 23 to 16 - Face 1	E2		
MSQCAB	Mask for car calls from 32 to 24 - Face 1	E3		F
MSQMO	Mask for ascending floor calls for levels 7 to 1 - Face 1	E4		A
MSQMO	Mask for ascending floor calls for levels 15 to 8 - Face 1	E5		C
MSQMO	Mask for ascending floor calls for levels 23 to 16 - Face 1	E6		E
MSQMO	Mask for ascending floor calls for levels 32 to 24 - Face 1	E7		
MSQDE	Mask for decending floor calls for levels 7 to 0 - Face 1	E8		N°1
MSQDE	Mask for decending floor calls for levels 15 to 8 - Face 1	E9		
MSQDE	Mask for decending floor calls for levels 23 to 16 - Face 1	EA		
MSQDE	Mask for decending floor calls for levels 32 to 24 - Face 1	EB		
MSQCAB	Mask for car calls from 7 to 0 - Face 2	EC		
MSQCAB	Mask for car calls from 15 to 8 - Face 2	ED		
MSQCAB	Mask for car calls from 23 to 16 - Face 2	EE		
MSQCAB	Mask for car calls from 32 to 24 - Face 2	EF		F
MSQMO	Mask for ascending floor calls for levels 7 to 1 - Face 2	F0		A
MSQMO	Mask for ascending floor calls for levels 15 to 8 - Face 2	F1		C
MSQMO	Mask for ascending floor calls for levels 23 to 16 - Face 2	F2		E
MSQMO	Mask for ascending floor calls for levels 32 to 24 - Face 2	F3		
MSQDE	Mask for decending floor calls for levels 7 to 0 - Face 2	F4		N°2
MSQDE	Mask for decending floor calls for levels 15 to 8 - Face 2	F5		
MSQDE	Mask for decending floor calls for levels 23 to 16 - Face 2	F6		
MSQDE	Mask for decending floor calls for levels 32 to 24 - Face 2	F7		
	Slow speed zone / V2 (speed 2) (in decimeter)	d0		
	Slow speed zone / V2 (speed 2) (in millimeter)	d1		
	slow speed up stop zone (in millimeter)	d2		
	slow speed down stop zone (in millimeter)	d3		
	un-locking zone (in decimeter)	d4		
	un-locking zone (in millimeter)	d5		
	stop zone of re-levelling (in decimeter)	d6		
	stop zone of re-levelling (in millimeter)	d7		
	ban zone on high-speed V2 (in decimeter)	d8		
	ban zone on high-speed V2 (in millimeter)	d9		
	slow speed zone (V1) (in decimeter)	dA		
	slow speed zone (V1) (in millimeter)	db		
	increment step for re-levelling (maxi. 8)	dC		
	hysteresis zone for magnet recall	dd		
	Option basement [*sous-sol*] (incompatibility with selectives doors)	dF		

MINIBLOC			
CA	Breack beam A of the tape-head O03	FF	7
CB	Breack beam B of the tape-head O03	FF	6
INS	Inspection mode	FF	5
POMP	Fire service	FF	4
NIV	Level (The car is at level xx)	FF	3
« 10 »	Break of safety chain before 10 (locking door)	FF	2
« 8 »	Break of safety chain before 8 (closing door)	FF	1
« 6 »	Cut of safety chain before 6 (all of the other contacts)	FF	0

THE TABLE OF INPUTS & OUTPUTS

	AD	Seg 7	Seg 6	Seg 5	Seg 4	Seg 3	Seg 2	Seg 1	Seg 0
	00	C7	C6	C5	C4	C3	C2	C1	C0
	01	C15	C14	C13	C12	C11	C10	C9	C8
Entrance	02	C23	C22	C21	C20	C19	C18	C17	C16
	03	C31	C30	C29	C28	C27	C26	C25	C24
F	04	M7	M6	M5	M4	M3	M2	M1	-
A	05	M15	M14	M13	M12	M11	M10	M9	M8
C	06	M23	M22	M21	M20	M19	M18	M17	M16
E	07	M31	M30	M29	M28	M27	M26	M25	M24
	08	D7	D6	D5	D4	D3	D2	D1	M0
N°1	09	D15	D14	D13	D12	D11	D10	D9	D8
	0A	D23	D22	D21	D20	D19	D18	D17	D16
	0B	D31	D30	D29	D28	D27	D26	D25	D24
	0C	*C7*	*C6*	*C5*	*C4*	*C3*	*C2*	*C1*	*C0*
	0D	*C15*	*C14*	*C13*	*C12*	*C11*	*C10*	*C9*	*C8*
Entrance	*0E*	*C23*	*C22*	*C21*	*C20*	*C19*	*C18*	*C17*	*C16*
	0F	*C31*	*C30*	*C29*	*C28*	*C27*	*C26*	*C25*	*C24*
F	*10*	*M7*	*M6*	*M5*	*M4*	*M3*	*M2*	*M1*	-
A	*11*	*M15*	*M14*	*M13*	*M12*	*M11*	*M10*	*M9*	*M8*
C	*12*	*M23*	*M22*	*M21*	*M20*	*M19*	*M18*	*M17*	*M16*
E	*13*	*M31*	*M30*	*M29*	*M28*	*M27*	*M26*	*M25*	*M24*
	14	*D7*	*D6*	*D5*	*D4*	*D3*	*D2*	*D1*	*M0*
N°2	*15*	*D15*	*D14*	*D13*	*D12*	*D11*	*D10*	*D9*	*D8*
	16	*D23*	*D22*	*D21*	*D20*	*D19*	*D18*	*D17*	*D16*
	17	*D31*	*D30*	*D29*	*D28*	*D27*	*D26*	*D25*	*D24*
	18	NF7	NF6	NF5	NF4	NF3	NF2	NF1	NF0
	19	NF15	NF14	NF13	NF12	NF11	NF10	NF9	NF8
	1A	NF23	NF22	NF21	NF20	NF19	NF18	NF17	NF16
	1B	NF31	NF30	NF29	NF28	NF27	NF26	NF25	NF24
	1C	SU	FREV		MAN/	INS/	GM	GD	MASS/
	1D	STOPR		PH/	THV	RP	RG	RM	RD
	1E	RKISO	RZONE		PRIC	NS	SUSD	MHS	POMP/
	1F				FF1	COI1	CS1/	FCFE1/	FCOU1/
	20				FF2	COI2	CS2/	FCFE2/	FCOU2/
	21					EXD	EXM	CAB	CAA
	22					STH/	« 10 »	« 8 »	« 6 »
	28	*SOFTWARE VERSION*							
	30	CREP	LU	FE1	OU1	CAM	GV	DE	MO
	31	V1(VF)	V0(VF)	ZOMI	SH8	INH2	INH1	FE2	OU2
	32	DEF	GONG	FD	FM	VSU	RF	VHS	VPMP
	33								
	34	QC7	QC6	QC5	QC4	QC3	QC2	QC1	QC0
	35	QC15	QC14	QC13	QC12	QC11	QC10	QC9	QC8
Entrance	36	QC23	QC22	QC21	QC20	QC19	QC18	QC17	QC16
	37	QC31	QC30	QC29	QC28	QC27	QC26	QC25	QC24
F	38	QM7	QM6	QM5	QM4	QM3	QM2	QM1	-
A	39	QM15	QM14	QM13	QM12	QM11	QM10	QM9	QM8
C	3A	QM23	QM22	QM21	QM20	QM19	QM18	QM17	QM16
E	3B	QM31	QM30	QM29	QM28	QM27	QM26	QM25	QM24
	3C	QD7	QD6	QD5	QD4	QD3	QD2	QD1	QM0
N°1	3D	QD15	QD14	QD13	QD12	QD11	QD10	QD9	QD8
	3E	QD23	QD22	QD21	QD20	QD19	QD18	QD17	QD16
	3F	QD31	QD30	QD29	QD28	QD27	QD26	QD25	QD24
	40	*QC7*	*QC6*	*QC5*	*QC4*	*QC3*	*QC2*	*QC1*	*QC0*
	41	*QC15*	*QC14*	*QC13*	*QC12*	*QC11*	*QC10*	*QC9*	*QC8*
Entrance	*42*	*QC23*	*QC22*	*QC21*	*QC20*	*QC19*	*QC18*	*QC17*	*QC16*
	43	*QC31*	*QC30*	*QC29*	*QC28*	*QC27*	*QC26*	*QC25*	*QC24*
F	*44*	*QM7*	*QM6*	*QM5*	*QM4*	*QM3*	*QM2*	*QM1*	-
A	*45*	*QM15*	*QM14*	*QM13*	*QM12*	*QM11*	*QM10*	*QM9*	*QM8*
C	*46*	*QM23*	*QM22*	*QM21*	*QM20*	*QM19*	*QM18*	*QM17*	*QM16*
E	*47*	*QM31*	*QM30*	*QM29*	*QM28*	*QM27*	*QM26*	*QM25*	*QM24*
	48	*QD7*	*QD6*	*QD5*	*QD4*	*QD3*	*QD2*	*QD1*	*QM0*
N°2	*49*	*QD15*	*QD14*	*QD13*	*QD12*	*QD11*	*QD10*	*QD9*	*QD8*
	4A	*QD23*	*QD22*	*QD21*	*QD20*	*QD19*	*QD18*	*QD17*	*QD16*
	4B	*QD31*	*QD30*	*QD29*	*QD28*	*QD27*	*QD26*	*QD25*	*QD24*
	4C	POS7	POS6	POS5	POS4	POS3	POS2	POS1	POS0
	4D	POS15	POS14	POS13	POS12	POS11	POS10	POS9	POS8
	4E	POS23	POS22	POS21	POS20	POS19	POS18	POS17	POS16
	4F	POS31	POS30	POS29	POS28	POS27	POS26	POS25	POS24
		MINIBLOC							
	FF	CA	CB	INS/	POMP/	NIV/ZDEVR	« 10 »	« 8 »	« 6 »

INPUTS & OUTPUTS LIST IN ALPHABETICAL ORDER (1/2)

NAME	DESIGNATION	ADD	SEG
« 10 »	Input « 10 » to the safety lane	22	2
« 6 »	Input « 6 » to the safety lane	22	0
« 8 »	Input « 8 » to the safety lane	22	1
C0 to C7	Car call button inputs levels 0 to 7 - Face N°1	00	0 to 7
C8 to C15	Car call button inputs levels 8 to 15 - Face N°1	01	0 to 7
C16 to C23	Car call button inputs levels 16 to 23 - Face N°1	02	0 to 7
C24 to C31	Car call button inputs levels 24 to 31 - Face N°1	03	0 to 7
C0 to C7	Car call button inputs level 0 to 7 - Face N°2	0C	0 to 7
C8 to C15	Car call button inputs level 8 to 15 - Face N°2	0D	0 to 7
C16 to C23	Car call button inputs level 16 to 23 - Face N°2	0E	0 to 7
C24 to C31	Car call button inputs level 24 to 31 - Face N°2	0F	0 to 7
CAA	Tape-head, beam A input	21	0
CAB	Tape-head, beam B input	21	1
CAM	Retiring ramp relay output	30	3
COI1	Door 1 safety knuckle input	1F	3
COI2	Door 2 safety knuckle input	20	3
CREP	Serial sgnal for digital display	30	7
CS1/	Door 1 photocell input	1F	2
CS2/	Door 2 photocell input	20	2
D1 to D7	Down landing calls button input level 1 to 7 - Face N°1	08	1 to 7
D8 to D15	Down landing calls button input level 8 to 15 - Face N°1	09	0 to 7
D16 to D23	Down landing calls button input level 16 to 23 - Face N°1	0A	0 to 7
D24 to D31	Down landing calls button input level 24 to 31 - Face N°1	0B	0 to 7
D1 to D7	Down landing calls button inputs levels 1 to 7 - Face N°2	14	1 to 7
D8 to D15	Down landing calls button inputs levels 8 to 15 - Face N°2	15	0 to 7
D16 to D23	Down landing calls button inputs levels 16 to 23 - Face N°2	16	0 to 7
D24 to D31	Down landing calls button inputs levels 24 to 31 - Face N°2	17	0 to 7
DE	Down contactor relay ouput	30	1
DEF	Out of order output (Fault)	32	7
EXD	Extreme DOWN input	21	3
EXM	Extreme UP input	21	2
FCFE1/	Door 1 closed limit input	1F	1
FCFE2/	Door 2 closed limit input	20	1
FCOU1/	Door 1 open limit input	1F	0
FCOU2/	Door 2 open limit input	20	0
FD	Down direction arrow output	32	5
FE1	Door 1 closed signal output	30	5
FE2	Door 2 closed signal output	31	1
FF1	Door 1 closed button input	1F	4
FF2	Door 2 closed button input	20	4
FM	Up direction arrow output	32	4
FREV	Up test limit input	1C	6
GD	Down inspection movement input	1C	1
GM	Up inspection movement input	1C	2
GONG	Gong output	32	6
GV	High speed contactor relay output	30	2
INH1	Inhibition 1	31	2
INH2	Inhibition 2	31	3
INS/	Inpection input	1C	3
LU	Car light output	30	6
M0	Up landing call button input level 0 - Face N°1	08	0
M1 to M7	Up landing calls button inputs levels 1 to 7 - Face N°1	04	1 to 7
M8 to M15	Up landing calls button inputs levels 8 to 15 - Face N°1	05	0 to 7
M16 to M23	Up landing calls button inputs levels 16 to 23 - Face N°1	06	0 to 7
M24 to M31	Up landing calls button inputs levels 24 to 31 - Face N°1	07	0 to 7
M0	Up landing call button input level 0 - Face N°2	14	0
M1 to M7	Up landing calls button inputs levels 1 to 7 - Face N°2	10	1 to 7
M8 to M15	Up landing calls button inputs levels 8 to 15 - Face N°2	11	0 to 7
M16 to M23	Up landing calls button inputs levels 16 to 23 - Face N°2	12	0 to 7
M24 to M31	Up landing calls button inputs levels 24 to 31 - Face N°2	13	0 to 7
MAN/	Machine room test input	1C	4
MASS/	Mass detection relais	1C	0
MHS	Out of service input	1E	1

INPUTS & OUTPUTS LIST IN ALPHABETICAL ORDER (2/2)

NAME	DESIGNATION	ADD	SEG
MO	Up contactor relay output	30	0
NF0 to NF7	Fire position outputs levels 0 to 7	18	0 to 7
NF16 to NF23	Fire position outputs levels 16 to 23	1A	0 to 7
NF24 to NF31	Fire position outputs levels 24 to 31	1B	0 to 7
NF8 to NF15	Fire position outputs levels 8 to 15	19	0 to 7
NS	Non stop input	1E	3
OU1	Door 1 open signal output	30	4
OU2	Door 2 open signal output	31	0
PH/	Phase failure input	1D	5
POMP/	Fire control input	1E	0
POS0 to POS7	Position outputs levels 0 to 7	4C	0 to 7
POS16 to POS23	Position outputs levels 16 to 23	4E	0 to 7
POS24 to POS31	Position outputs levels 24 to 31	4F	0 to 7
POS8 to POS15	Position outputs levels 8 to 15	4D	0 to 7
PRIC	Goods control input	1E	4
QC0 to QC7	Car call acceptance outputs levels 0 to 7 - Face N°1	34	0 to 7
QC8 to QC15	Car call acceptance outputs levels 8 to 15 - Face N°1	35	0 to 7
QC16 to QC23	Car call acceptance outputs levels 16 to 23 - Face N°1	36	0 to 7
QC24 to QC31	Car call acceptance outputs levels 24 to 31 - Face N°1	37	0 to 7
QC0 to QC7	Car call acceptance outputs levels 0 to 7 - Face N°2	40	0 to 7
QC8 to QC15	Car call acceptance outputs levels 8 to 15 - Face N°2	41	0 to 7
QC16 to QC23	Car call acceptance outputs levels 16 to 23 - Face N°2	42	0 to 7
QC24 to QC31	Car call acceptance outputs levels 24 to 31 - Face N°2	43	0 to 7
QD1 to QD7	Down landing calls acceptance outputs levels 1 to 7 - Face N°1	3C	1 to 7
QD8 to QD15	Down landing calls acceptance outputs levels 8 to 15 - Face N°1	3D	0 to 7
QD16 to QD23	Down landing calls acceptance outputs levels 16 to 23 - Face N°1	3E	0 to 7
QD24 to QD31	Down landing calls acceptance outputs levels 24 to 31 - Face N°1	3F	0 to 7
QD1 to QD7	Down landing calls acceptance outputs levels 1 to 7 - Face N°2	48	1 to 7
QD8 to QD15	Down landing calls acceptance outputs levels 8 to 15 - Face N°2	49	0 to 7
QD16 to QD23	Down landing calls acceptance outputs levels 16 to 23 - Face N°2	4A	0 to 7
QD24 to QD31	Down landing calls acceptance outputs levels 24 to 31 - Face N°2	4B	0 to 7
QM0	Up landing call acceptance outputs level 0 - Face N°1	3C	0
QM1 to QM7	Up landing calls acceptance outputs levels 1 to 7 - Face N°1	38	1 to 7
QM8 to QM15	Up landing calls acceptance outputs levels 8 to 15 - Face N°1	39	0 to 7
QM16 to QM23	Up landing calls acceptance outputs levels 16 to 23 - Face N°1	3A	0 to 7
QM24 to QM31	Up landing calls acceptance outputs levels 24 to 31 - Face N°1	3B	0 to 7
QM0	Up landing call acceptance outputs level 0 - Face N°2	48	0
QM1 to QM7	Up landing calls acceptance outputs levels 1 to 7 - Face N°2	44	1 to 7
QM8 to QM15	Up landing calls acceptance outputs levels 8 to 15 - Face N°2	45	0 to 7
QM16 to QM23	Up landing calls acceptance outputs levels 16 to 23 - Face N°2	46	0 to 7
QM24 to QM31	Up landing calls acceptance outputs levels 24 to 31 - Face N°2	47	0 to 7
RD	Down contactor check input	1D	0
RF	Overload buzzer output	32	2
RG	High speed contactor check input	1D	2
RKISO	Re-levelling contactor check	1E	7
RM	Up contactor check input	1D	1
RP	Slow speed contactor check input	1D	3
RZONE	Relay for zone given by tape-head P01 input	1E	6
SH8	Shunt « 8 » output	31	4
STH/	Motor thermostat input	22	3
STOPR	STOP Regulation output	1D	7
SU	Overload input	1C	7
SUSD	Departure delay input	1E	2
THV	Heat ventilation input	1D	4
V0 (VF)	Speed 0	31	6
V1 (VF)	Speed 1	31	7
VHS	Out of service indicator output	32	1
VPMP	Fire control indicator output	32	0
VSU	Overload indicator output	32	3
ZOMI	Re-levelling movement zone output	31	5